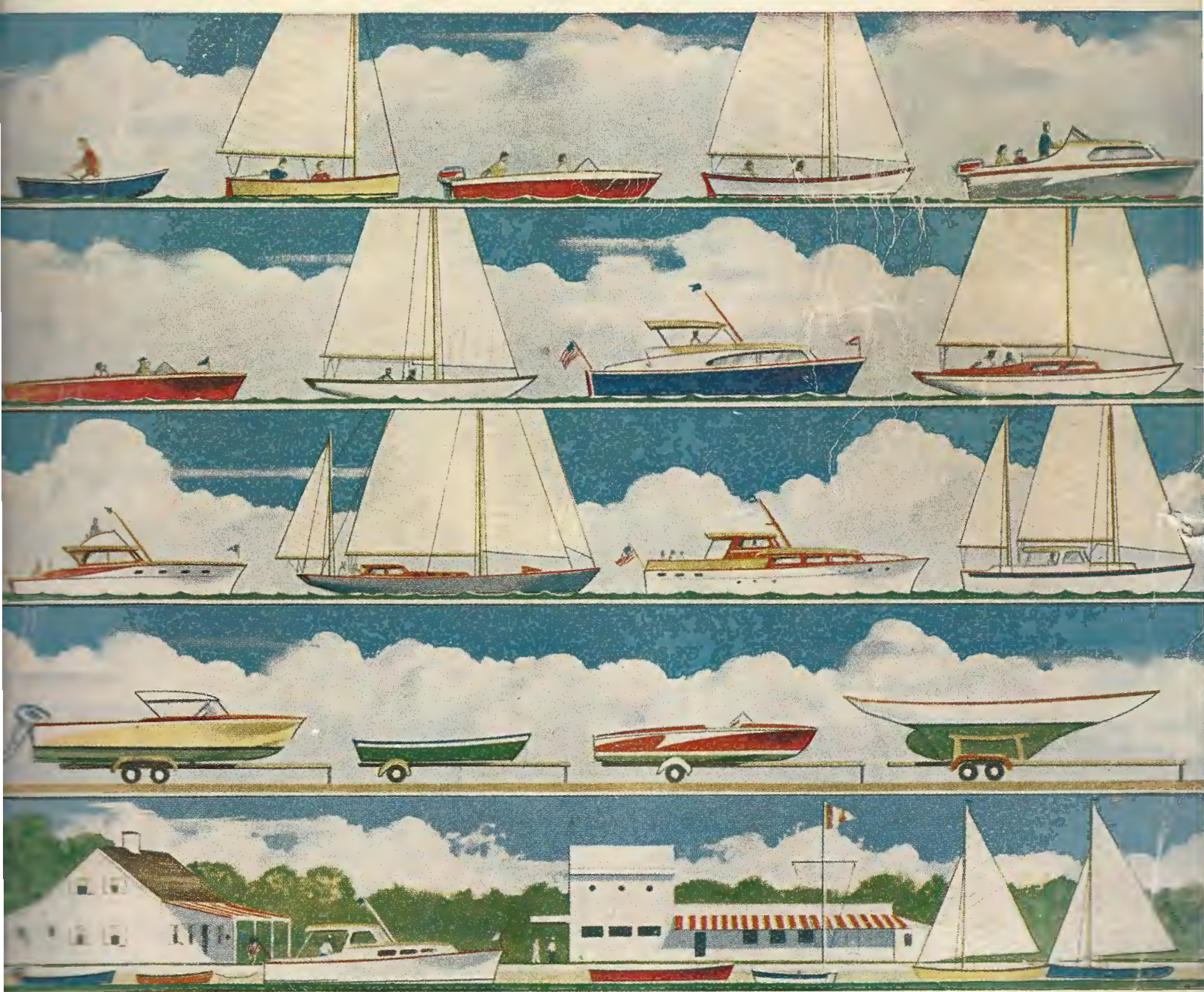


January, 1959
\$1.00

Yachting

THE BOAT SHOW IN PRINT



FOR '59, ONLY A SEA-HORSE GIVES YOU



Dynautical Design

Dynautical Design is something you can see—but that's not all. Inside as well as outside these new '59 Sea-Horses are the most functional outboards ever built!

Outside they're pure white and pure pleasure. Inside there are important new Johnson improvements. For example, thermostat-controlled cooling systems give every model down through the 5½

h.p. even greater long-running stamina.

Believe it or not, these new Johnsons are still quieter. More dependable. Easier to start and run. Leading the fleet is the mighty V-50—the world's first outboard V-engine, now in its second year and greater than ever. Other sizes include 3, 5½, 10, 18 and 35 hp. Electric starting is available on 18, 35 and 50 hp. models.

See the only line with Dynautical Design at your Johnson dealer's—listed under "Outboard Motors" in the Yellow Pages. Remember—this is the year of Johnson's two millionth motor! Prices from \$160 to \$850, f.o.b. factory, subject to change.

FREE! 1959 SEA-HORSE CATALOG!

Write to Johnson Motors, 562 Pershing Road, Waukegan, Illinois. In Canada: Peterborough, Ontario.

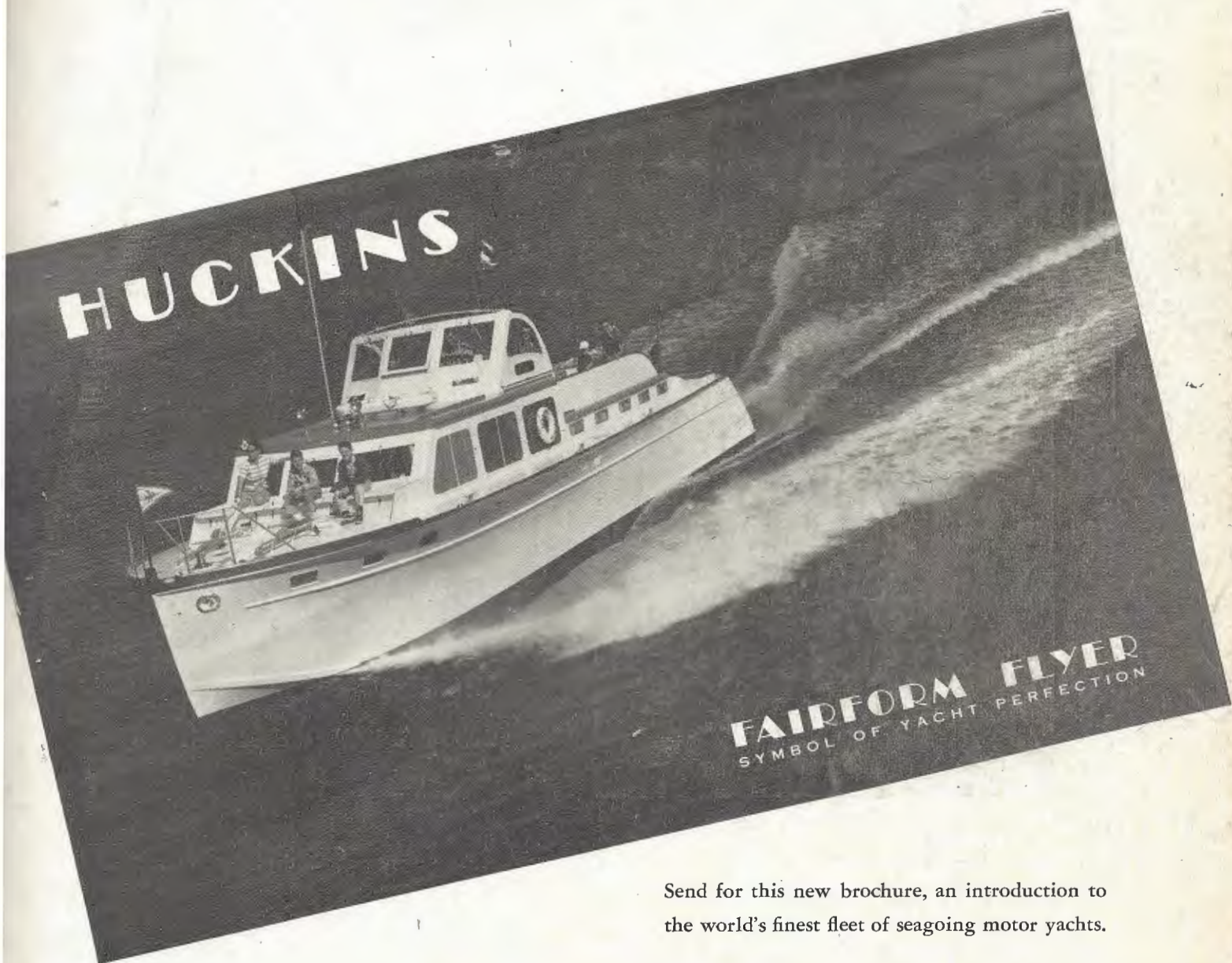
Johnson First in dependability

New Super Sea-Horse V-50. 12 volt electric starting. 50 hp. \$850.



NEW—goes better with your boat makes your boat go better!

HUCKINS—legend of genius in fine yachtbuilding. The choice of a Huckins is rewarding in more than brilliant performance. Typical of the finest in any field of engineering achievement, here is a motor yacht that is remarkably economical from the standpoint of maintenance, longevity and dependable operation. Year after year, a Huckins returns a greater share of its owner's original investment than any other motor yacht in the world.



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For a peek at some of the models, refer to our ad on the last page of this issue



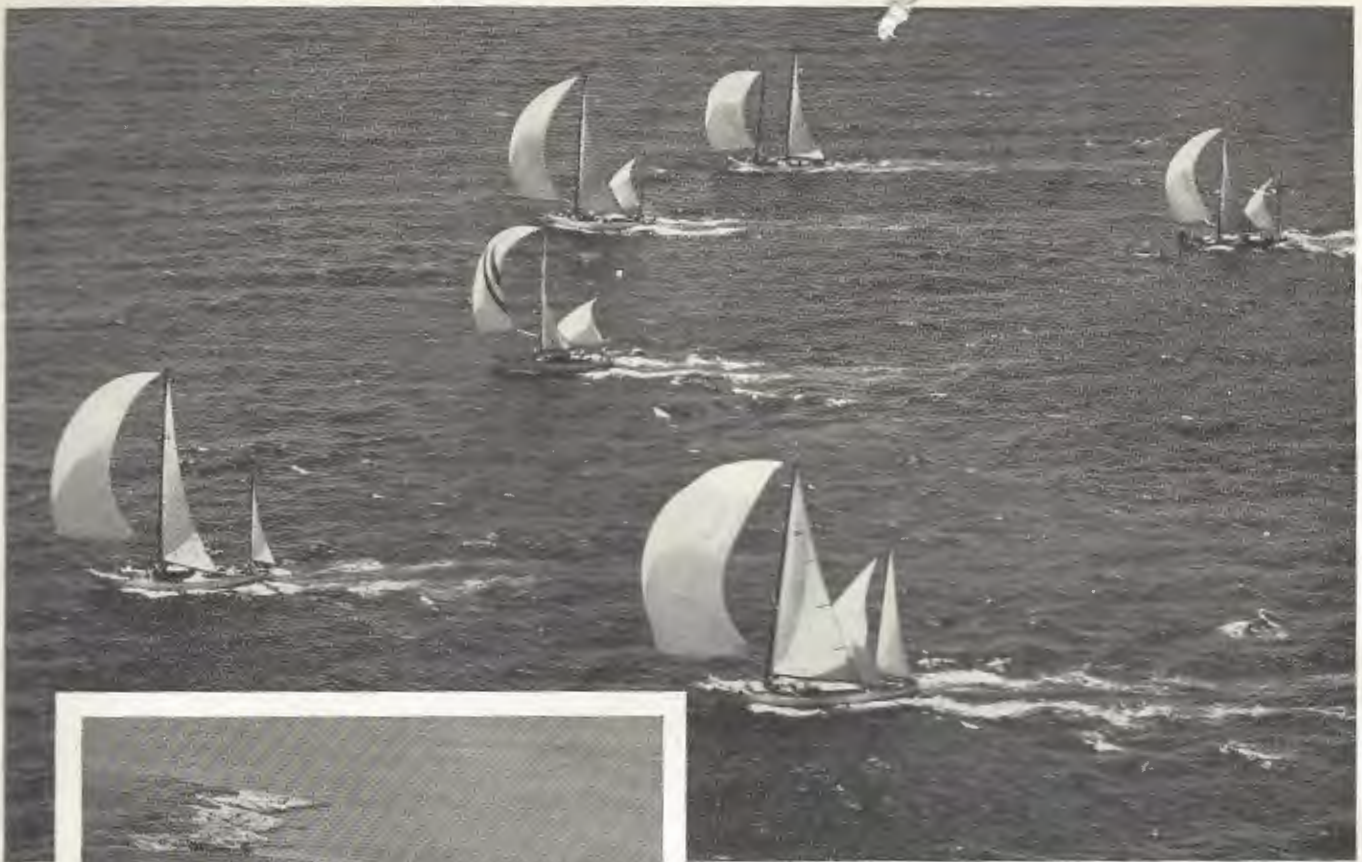
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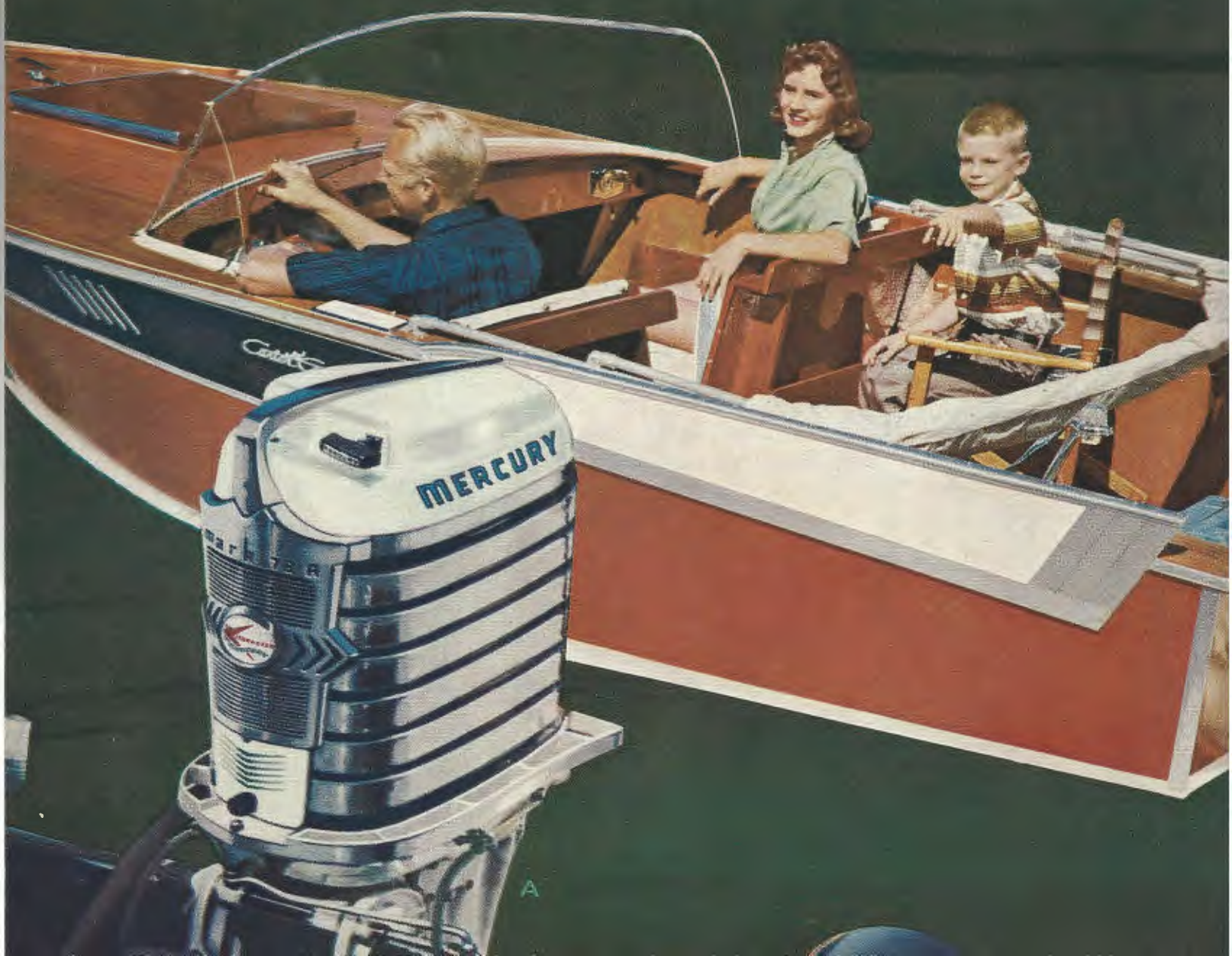
VOLUME 105
NUMBER 1

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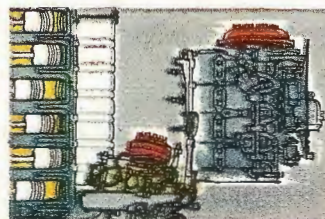
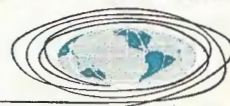
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IN-LINE DESIGN — Mercury's modern small-bore, short-stroke, in-line engines produce the most horsepower per pound, per cubic inch, per dollar, the most miles per gallon. Reciprocating parts are smaller, lighter, tougher. Piston speeds are much lower than in long-stroke "big-bore" engines.

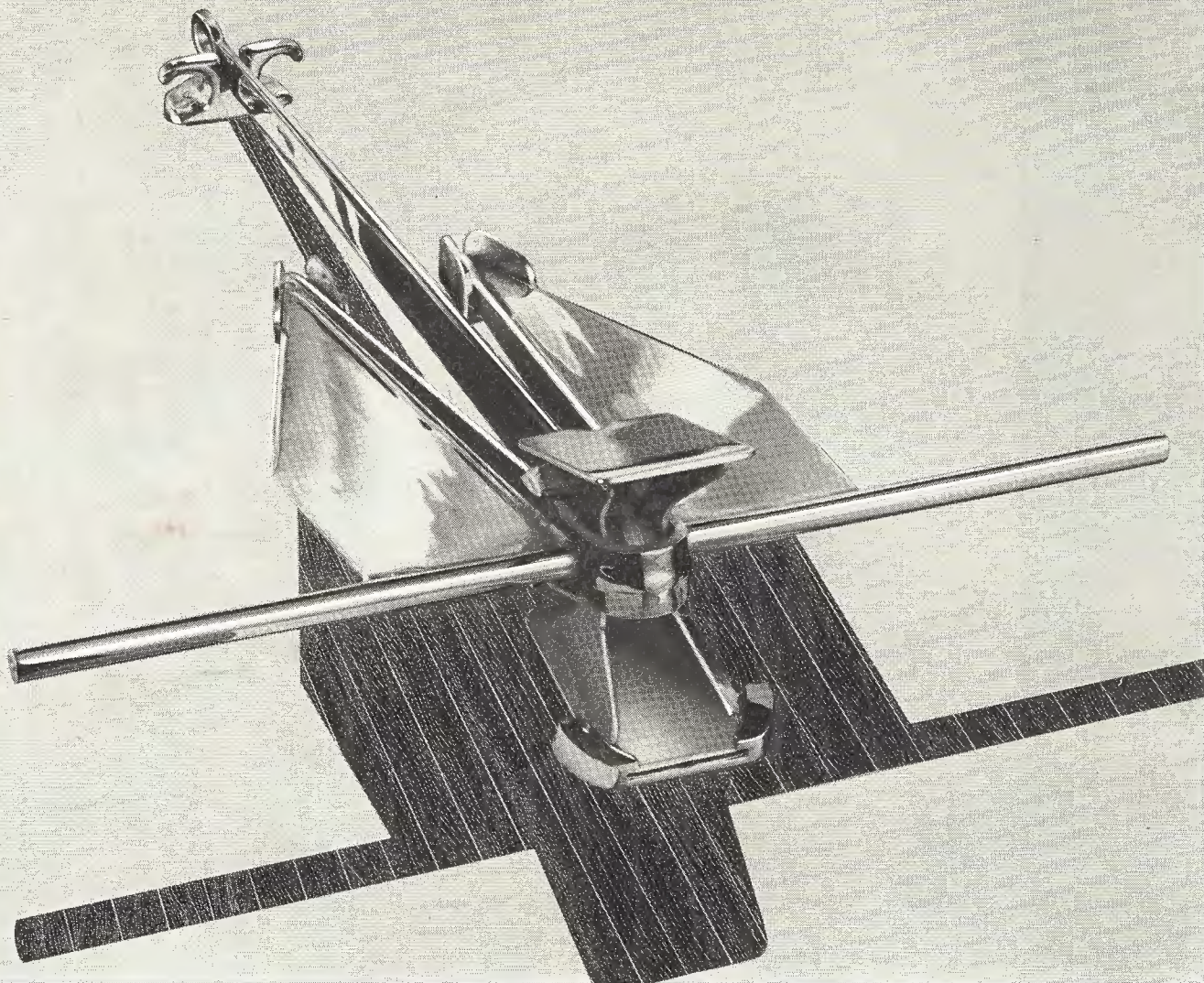


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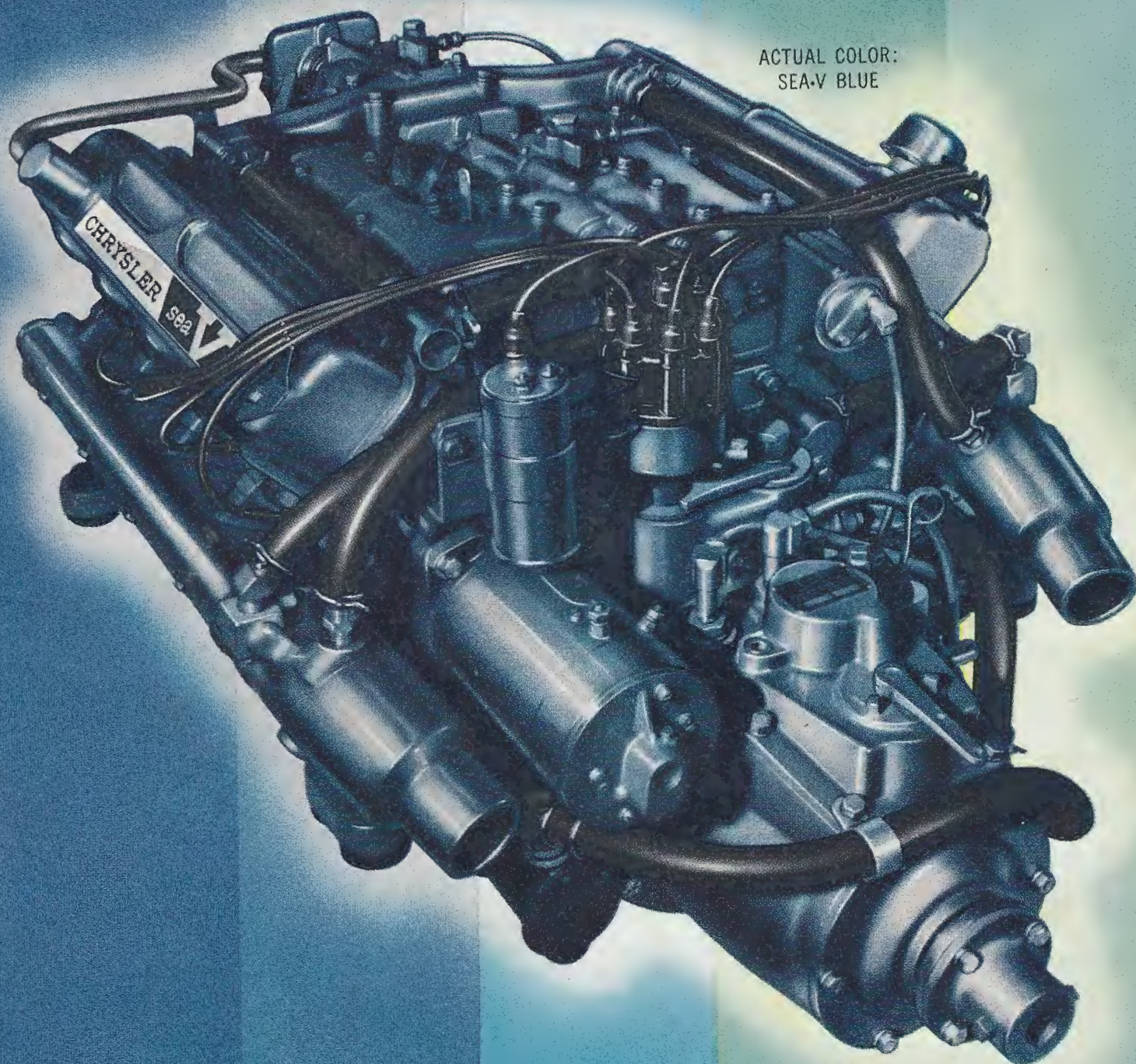
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JOINS DISTINGUISHED CHRYSLER MARINE LINE

CHRYSLER SEA•V



Turn the page



ACTUAL COLOR:
SEA-V BLUE

Sea-V 177 h.p.

Royal V Special 155 h.p.
(Not Shown)

Ace 95 h.p.



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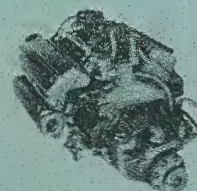
Crown 125 h.p.



Crown Special 135 h.p.



Imperial V Special 225 h.p.

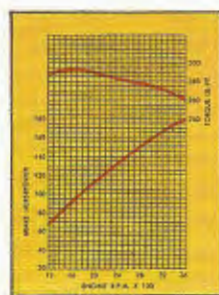


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never before possible**

SEA•V . . . brilliant new member of the tried and true Chrysler Marine Engine family! Here is lightning power . . . dynamic V-8 performance . . . never-say-die dependability in the tested Chrysler Marine Engine tradition . . . designed to meet the power needs of 80% of all inboard boats.

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Sea-V combines higher horsepower at lower engine speeds . . . with a lower, trimmer silhouette

- 177 h.p. at 3600 rpm
- 318 cu. in. piston displacement



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CHRYSLER



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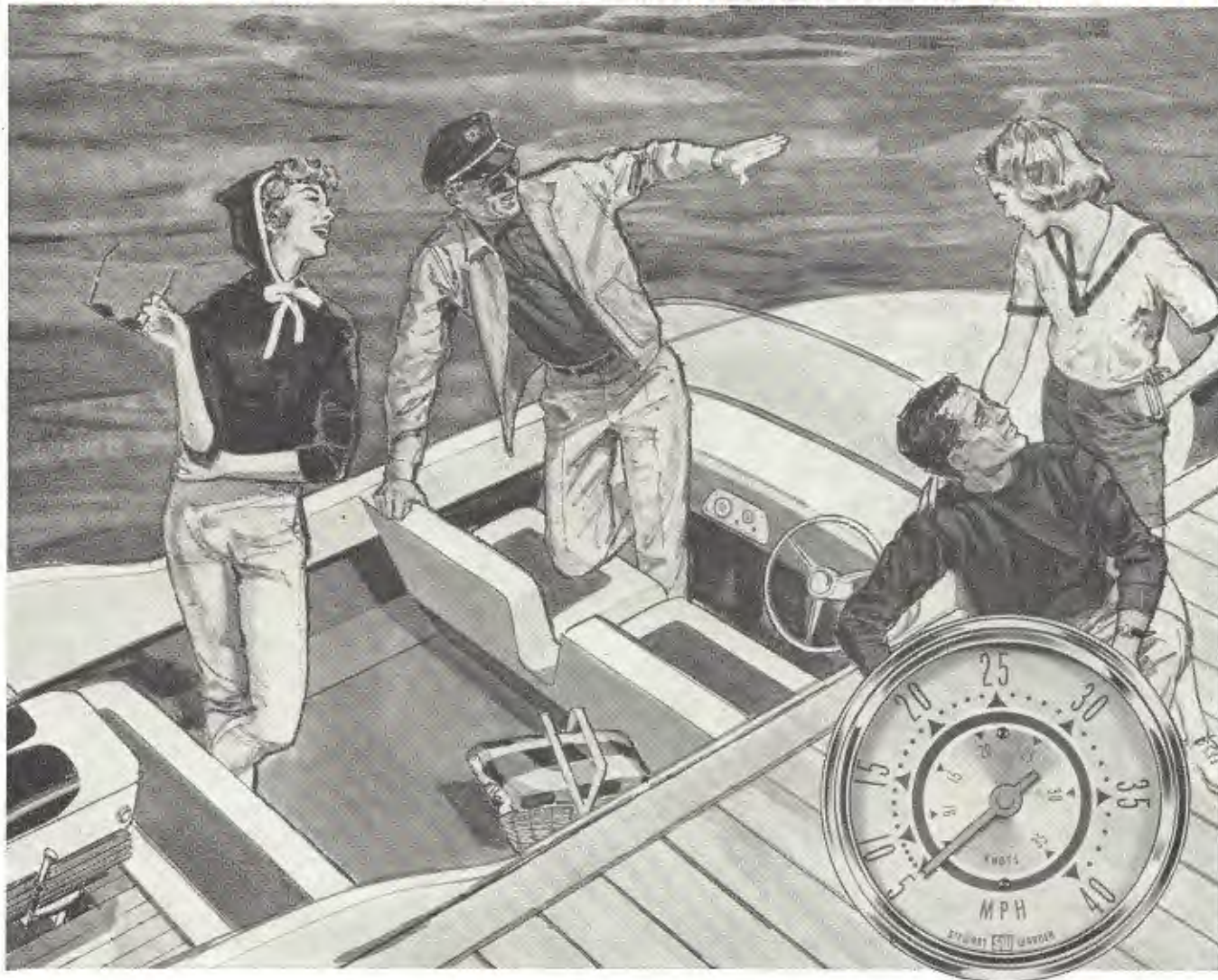


Top Value
"47"



Flush Deck
"54"





A Stewart-Warner Marine Speedometer...

tells your guests...how fast she'll go...

tells you...so much more!

Sure you want to see how far you can "wind her up," but to you, the skipper, a Stewart-Warner Marine Speedometer means a great deal more.

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IT'S A PLEASURE—towing skiers... racing... or just cruising, a Stewart-Warner Marine Speedometer makes boating more fun.

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No. 544A

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See your Stewart-Warner dealer for a complete line of instruments and panels. Stewart-Warner panels can be custom tailored to your particular needs... chrome or plastic finishes available.

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STEWART-WARNER
CORPORATION

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SCOTT



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Full electrical system with generator, full gearshift... the 60 hp Flying Scott!

You're looking at the most exciting new outboard in America. Rugged as an Army mule. Compact as a watch. Lean and light enough to fit a wide range of boats—even in pairs!

With only three cylinders, the

Flying Scott delivers a strong 60 horsepower* that planes big cruisers, tows water skiers effortlessly—and sends runabouts flying at up to 50 mph! The secret: a bold, simple new design that trims bulk, cuts vibration, and delivers more smooth power at the prop.

Yet for all its lightning, this sweet sixty handles as easily as a new car. You start it with the turn of a key

(full electrical system with generator is standard, no extra cost). As you cruise, the new offset lower unit counteracts propeller torque for easier steering. New Single Lever Control (optional, extra cost) synchronizes your throttle and full marine gearshift, gives you safe, sure command of your boat. And Scott's bail-a-matic pump bails your boat—automatically! \$950, freight extra.

*OBC certified at 4800 rpm.

MARINE PRODUCTS DIVISION **McCULLOCH**

SCOTT



outboards years behind!

*Lean, light and loaded
with "go"...the
lively new 25 hp Scott!*

What's your pleasure—skin-diving, skiing, or just skimming the waves? The lean, queen-sized new "25" was born for fast action, brimming with eager power.

Over 29.9 cubic inch piston displacement delivers power that puts

her into the "big motor" field. New deep-breathing double "V" valves let you gun her smoothly from easy idle to wide open throttle.

Rubber cushion mounts and idle relief exhaust add hush to her hustle. Steering's easier, thanks to an offset lower unit that counteracts propeller torque. And Bail-a-matic power bail-ends forever an old boating chore.

Choose manual or turn-key electric-starting; choose from six smart

hood colors. Let the high-style, high-spirited 25 hp* Scott add new fun to your happy days! Manual starting, \$449; electric starting with generator, \$529. Freight extra.

10 NEW SCOTTS—3.6 TO 60 HP
Ask your dealer about a Scott-powered outboard combination that suits your brand of outboard fun. Or send for colorful free 1959 Scott catalog. Write Scott Folder, Dept. Y-19, at address below.

CORPORATION



MINNEAPOLIS 13, MINNESOTA

This "Rogues' Gallery" can Foul, Riddle and Rot Your Hull—Actually Cut Speed and RPM up to 25%



BARNACLES

Conical shellfish which not only increase drag considerably, but also force their bases through ordinary paint to deteriorate the film.



ANNELIDS

Also called "tube worms." Their hard shells spread quickly and often form a large proportion of fouling and consequent hull friction.



HYDROIDS

These are small animals with slender stalks. They form a cream- or tan-colored mat which may be extremely rough, thick and extensive.



TEREDO

These destructive borers enter wood through tiny "pinholes", then honeycomb it until it weakens and eventually collapses completely.



ALGAE

This "grass" is almost always found just below the waterline. The long fronds will slow a boat much as clothing slows a swimmer.

"VINELAST" PREVENTS FOULING LONGER!

Don't Let Fouling Ever Start

If you use an ordinary anti-fouling paint, your boat probably requires a mid-season haul-out. And you may have found—to your dismay—that the "rogues' gallery" pictured above has attacked your hull in earnest. That's why so many thousands of yachtsmen say that it pays to be sure with "Vineland" Anti-fouling Racing Finish, which prevents fouling and borers for at least a full season, and emphatically outperforms ordinary anti-fouling paints. In fact, we have verified reports of tests where "Vineland" has gone 18 months

under water without fouling—and is still going strong! Here's why...

Over 4 Times More Barnacle-repelling Copper Oxide

Every good anti-fouling paint releases a toxicant to repel the attachment of marine organisms. Of all the toxicants used, copper oxide is the most effective. The more copper oxide, the better it will resist fouling. "Vineland" holds over 4 times more copper oxide than the average bottom paint! The "Vineland" plastic resin formulation that makes this possible was perfected in the Woolsey laboratories and offered by Woolsey as the first product of its kind following World War II.

Fast, Economical, Carefree Boating

We have in our files hundreds of enthusiastic comments from boat owners who have used "Vineland". Racing boat men report that "Vineland" keeps bottoms in racing condition throughout the season. Power boats get increased speed and r.p.m., decreased fuel costs due to lessened hull friction. And "Vineland"

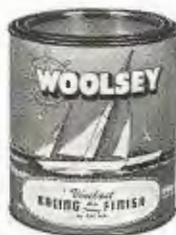
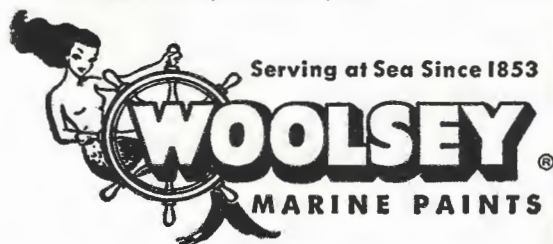
is so impermeable that one coat at lay-up time prevents opening of seams by greatly retarding drying out during "dry" storage.

"Vineland" Excellent on Fiberglass ...

... as well as on wood, plywood and metal bottoms. Popular with both producers and owners of fiberglass boats, "Vineland", by its very chemical nature, clings tightly to the hard, glass-smooth surface—overcomes problems of blistering, peeling and non-adhesion. "Vineland" is best applied directly to new or raw wood and fiberglass. On metal, use special Woolsey primers. Launching can take place three hours after painting, and the deep red color of "Vineland" is permanent in the water.



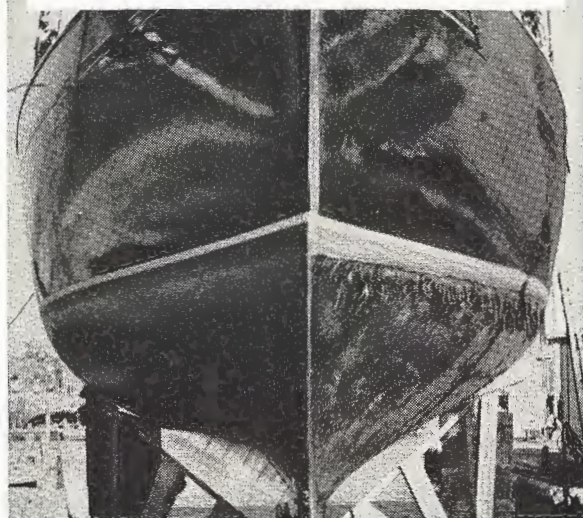
ACTUAL PHOTO of the amount of barnacle-repelling copper oxide contained in 1 gallon of "Vineland" as compared with that in ordinary anti-fouling paint.

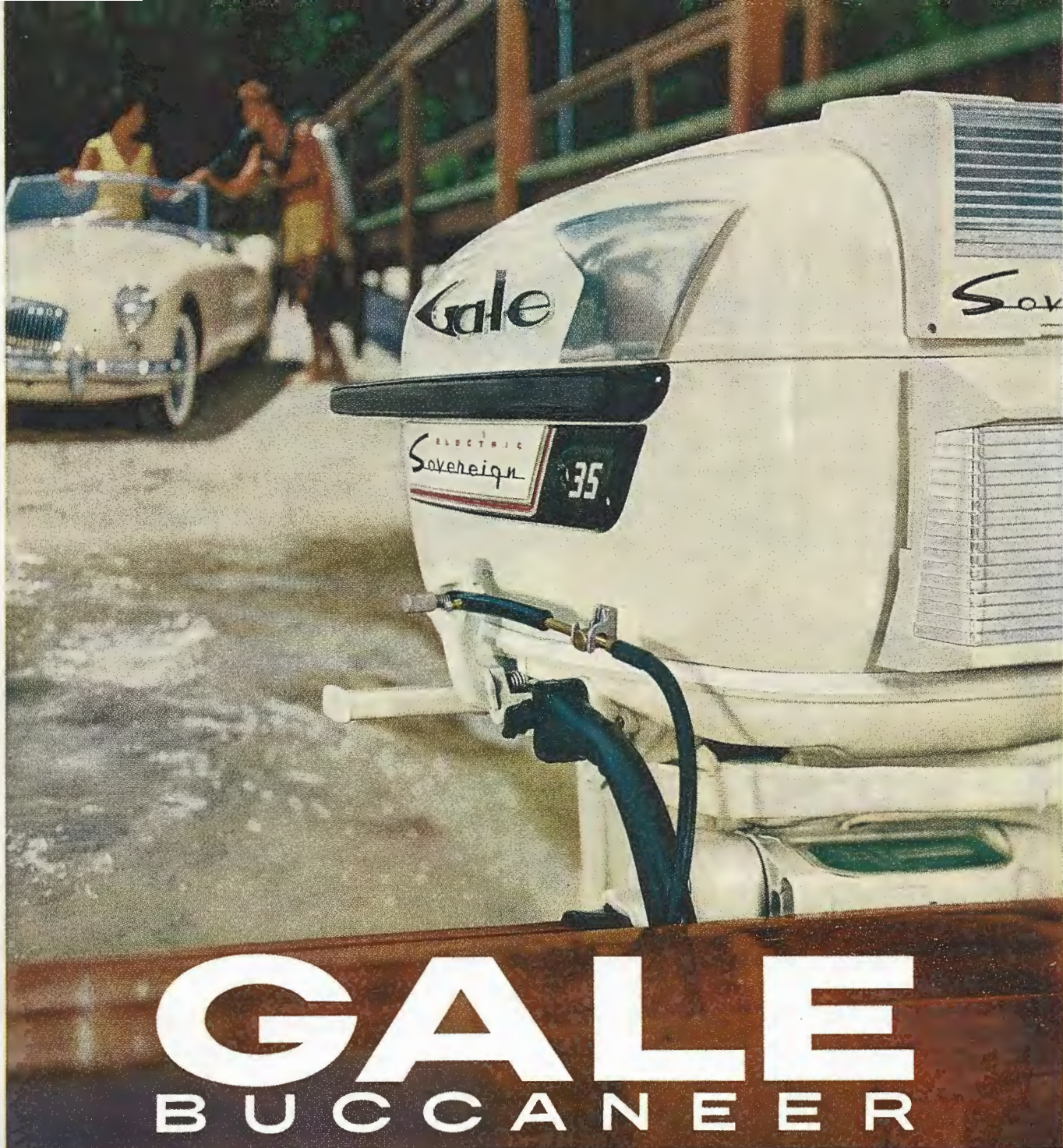


Ask your Woolsey dealer for free literature on "Vineland" or write us direct.

C. A. WOOLSEY PAINT & COLOR CO. INC., 205 E. 42nd St., New York 17, N.Y.

HERE'S DRAMATIC PROOF! The Malabar X, famous charter schooner, was painted in early May with "Vineland" on the starboard hull, and with another anti-fouling paint on the port hull. Here, at haul-out four months later, the port hull is badly fouled while the "Vineland"-painted area is completely clean.





GALE

BUCCANEER

Smart, tough, and terrific

The new 35 hp. Sovereign is an exciting outboard motor, equally at home at a swank club anchorage or on the racing waters of a North Woods river!

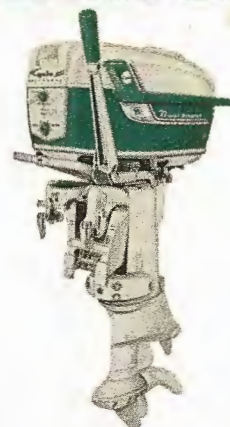
This handsome husky, in spray-white and black, comes with trim, functional lines and smart, custom styling—and underneath, *pure* power!

Yet it takes no time at all to master mighty Sovereign! Start it with a quick, easy turn

of a key. The hottest spark of any outboard motor comes from GALE's Magic Magneto.

With gentle finger tip control, you can send Sovereign racing at over 30 m.p.h., or tame it down to a slow idle. Fishing, water-skiing or cruising with the family, GALE Sovereign is the perfect playmate.

GALE offers a model for your every need, in 3, 5, 12, 25 and 35 hp. . . . Write to us today for the name of your nearby GALE Buccaneer dealer, and a free catalog.



35 H.P. BUCCANEER BY

GALE

Gale Products, Dept. 919 Galesburg, Illinois, Division Outboard Marine Corporation.



Bol Tape... a Manchester first

Compared to some sailmakers we at the Manchester loft are Johnny-come-latelies in the sail business. But as is often the case, youth and ingenuity are seldom hidebound by tradition; therefore, we have dared to stray from the beaten path and do a little pioneering.

We were among the first to swing to synthetic sail fabrics and to master the art of cutting and sewing them. In the process of learning we found that synthetics produced sails possessing many advantages not found in canvas sails. Steady technological improvements plus new synthetic fabrics have today replaced cotton fabric.

In the process of seeking newer and better methods of producing synthetic sails, we found that the problems encountered using synthetic rope and stainless wire could be overcome by replacing them with a four-ply Dacron tape and the result was a better setting and stronger sail. This process we called Bol Tape.** Today practically every sail we manufacture is a Bol Tape sail. They are used by yachtsmen the world over, and comments which reach our loft indicate complete satisfaction in performance, handling, and longer life.

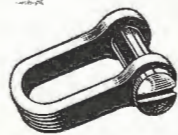
Our policy of guaranteeing that every sail gives perfect satisfaction at no extra cost has won for us a host of friends and customers, among racers, day sailers, and cruisers.

If you are looking for a new thrill in sailing, we invite you to let us figure your next sail work.

***Get the "Inside Story" of Bol Tape. Just write for free illustrated brochure.*

Another Manchester First!

STAINLESS STEEL SAIL SLIDE SHACKLES



Actual Size

These inexpensive shackles, capable of standing over 1000 pounds of tension, eliminate seizing. Carry them on board and replace doubtful or broken seizings in a few seconds. A new handy do-it-yourself gadget that is installed in a few seconds with a dime or a screw driver. For all popular small boat sails. Won't rust or tarnish. Lt. weight. 12 shackle weight 1½ oz.!

\$2.50 per dozen—25¢ each post paid. Send check or money order.



*
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U.S. Pat. Off.

Manchester Yacht Sails, inc.

P.O. BOX 203 SOUTH DARTMOUTH, MASSACHUSETTS



Even the S.S. AMERICA Uses the Sudbury AQUA-CLEAR Feeder!



You're in good company when you have an Aqua-Clear Feeder on your boat...recently the "S. S. America" avoided an enormous expense of time, labor and material by turning to Aqua-Clear for the prevention of rust.

This is the Same AQUA-CLEAR that DOUBLES the Life of Marine Engines on Your Motorboat, Yacht, or Cruiser

Now with an AQUA-CLEAR Feeder, you can cool your engine with raw sea water—better and cheaper than closed cooling. The only widely used device that will stop the corrosive action of salt water in engine cooling systems. That's why thousands of yachtsmen, naval architects, engineers and boat builders are protecting their boats with AQUA-CLEAR Feeders.

"Marine engines don't wear out, they rust out." And the main cause of such damage is the hot salt coursing thru the engine blocks, manifolds, and exhaust lines. An AQUA-CLEAR Feeder can double the life of a marine engine. In most marine cooling systems as on your boat, the Feeder is designed to permit Aqua-Clear Crystals to dissolve slowly as the water passes thru the Feeder. Thus, all water entering the cooling system is made entirely non-corrosive, protecting every metal part from rust and salt.

**Cool
Direct
with Raw
Sea
Water

Without
Rust,
Corrosion
or Salting
Down**



U. S. Patent 2,745,550

Over 50,000 Aqua-Clear Feeders Now in Use

Here's the original, genuine AQUA-CLEAR Feeder. It's the only positive protection for engines cooled with raw sea water, guarding water pumps, manifolds, cylinder heads; all metal from seacock to tail-pipe. Makes old engines last years longer and keeps new ones from ever rusting. Water circulation always visible. Costs about \$50 for most engines. (See prices in coupon on following pages.)

AQUA-CLEAR CRYSTALS

Be sure to get genuine Sudbury AQUA-CLEAR Crystals to replenish the supply in your feeder. 1 lb. \$2.50; 10 lbs. \$20.00.

There's No Ventilation Like **SKY-VENTilation** SUDBURY TRANSPARENT SKY-VENT

Sudbury Sky-Vents are the solution to one of the most pressing problems boat owners have to face...the effect of dampness inside the boat when it is tied up at the dock. Open windows are an invitation to pilferage and a ready means of getting the interiors wet during a storm. If the cabin is closed tight, things get mildewed or rusted, and dry rot begins.

Sky-Vents keep fresh air on the move, admit light below deck. They'll keep any boat clean-smelling and dry even when hatches are closed. Also prevent the collection of dangerous fumes below deck. Eliminate sticky clothes and damp, clammy bedding. Yet even in rough weather, in hurricanes, cabins stay fresh and dry. Non-corrosive, non-fouling, non-magnetic, no metal to polish, no maintenance. Domes transparent or in a variety of colors.

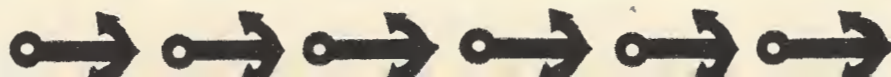
9 in. \$34.95; 12 in. \$59.95; 18 in. \$89.95

Sold and Installed by Leading Marine Supply Stores, Boatyards, Marinas.

If not now in stock at your dealer's, you may use coupon on following pages.

Regional Representatives thruout the United States and around the world.

Sudbury Laboratory, Box 46N, Sudbury, Mass.



Sudbury Guaranteed

365 Bright-Work Finish



Keeps Bright-Work Sparkling All Season

Sudbury's amazing 365 Bright-Work Finish protects your boat topside with gleaming lasting beauty a year and longer. Five times tougher than Spar, air-dries dust free in minutes, ready for another coat in half an hour... up to 6 coats a day! Can be used over old varnish or on bare wood. "365" brushes or sprays on in any climate, in temperatures ranging from zero to 100° without chilling or warming. Even an amateur can turn out professional work.



No Sanding Needed Between Coats

No sanding is necessary between coats. Its abrasion resistance is 75% that of plate-glass, but its amazing flexibility prevents chipping, crazing. (Guaranteed to retain its brilliant gloss, not whiten for a full year.) Your bright-work will stay bright, thru months of heavy use and exposure.

Pt. \$3.50; Qt. \$6.00; Gal. \$23.00



365 Bottom Paint

Stops All Marine Growth

The only non-fouling bottom paint that's guaranteed to stop all marine growth for one full year! Think of care-free protection and do away with annoyances of periodic inspection, time-consuming haulouts, scraping, repainting. Now, enjoy more time top-side while Sudbury 365 Bottom Paint protects your boat below the waterline. Only Sudbury 365 gives a one-year written guarantee on every can. "365" is your best and most economical protection.



Apply Over Present Finish

Can be applied right over your present finish (except vinyl) providing hull is clean, dry, and the present finish is firm. 365 Bottom Paint comes in rich, dark maroon. Each can carries the 365-day guarantee — saves heavy expense and lost time of mid-season haulout.

Qt. \$9.95; Gal. \$35.90

SUDBURY FIBRE GLASS PRIMER

Any suitable paint will adhere to fibre-glass and aluminum after a coat of this special primer. Forms tight bond that prevents coat from cracking, chipping, peeling. Makes it possible for you to have all-season freedom from fouling and marine growth with 365 Bottom Paint. Qt. \$3; Gal. \$11.75.

SUDBURY GALVA-COAT

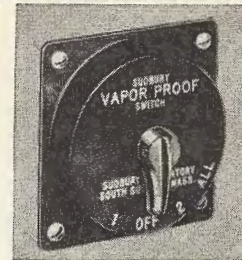
An amazing brush-on liquid zinc coating (95% metallic zinc). Protects metals against rust and corrosion. Electro-chemical action forms permanent firm bond to any metal surface. Comparable to "hot dip" galvanizing. Ideal as finish coat or undercoat on all metal structures.

5 lb. can (about 1 qt.) \$8.95.



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Every
Boat!**

VAPOR-PROOF SWITCHES

Prevent explosion from dangerous open switches! Multiple-pole switch gives selective control of one, two, or more batteries in starting, or re-charging while underway. Single-pole for radio, pump, lighting or other circuits. Safety Authority Approved. Multiple-Pole \$17.95; Single-Pole \$7.95.



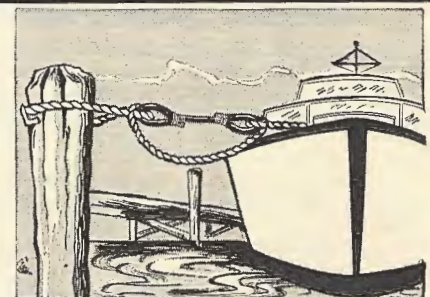
Salt Water BOAT-ZOAP

Cleans everything from finest glassware to greasiest engine. Easy on the hands. Wonderful for dishes, clothes, sinks, toilets, woodwork, chrome, or deck paint. Boat-Zoap cleans everything from top to bottom. Quickly removes harbor scum, salt, gull droppings. Pt. can \$1.29.



Liquid AQUA-CLEAR

Keeps drinking water crystal clear no matter how old or rusty your tank. Odorless, colorless, tasteless, nontoxic. Stops all rust, makes tank last years longer, avoids heavy replacement expense. Keeps new tanks from ever rusting. Use only 1 oz. to 100 gallons of water. Pint \$1.98.



Marine SHOCK-CORD

Made to U. S. Navy Specifications. Takes shock out of mooring lines, ends blocks pounding on deck, a wonderful preventer on anchor lines. Ideal for sail furling, halyards. Eliminates lashing, lacing or lost lines. Furnished in all weights. Can be furnished in 3-ft. and 6-ft. snubbers.

SUDBURY LABORATORY,

Marine Specialties



SAV-A-TANK Cartridge

Don't take chances with leaky fuel tanks. Water caused by condensation becomes acid and eats thru bottom. This means leaky tank which can cause fire. Just drop a SAV-A-TANK Cartridge in your tank for a year's protection. Neutralizes acids, makes condensation non-corrosive. Only \$3.00.



Lifetime BOAT FENDERS

The only Fender that protects both rail and gunwale. Slip-easy finish, boat rides without damage. Never wears out, mildews or scratches. Resilient, always holds shape. Not affected by sun or salt water. Floats. Frost white, easy to clean. Model A 15" x 2" \$1.98; Model B 17½" x 3½" \$4.95.



Throttle & Choke Controls

Redd-Elephant-hide is corrosion-proof, water-proof, dirt-proof. Permanently lubricated, will not stretch or kink. Superior to metal casing. With stainless steel wire, chrome-plated brass dash fittings. 7-ft. \$5.50; 10-ft. \$6.10; 15-ft. \$7.10. Casing and wire. 100-ft. rolls, 19c per ft.

First and Only Portable, Safety CABIN HEATER

High, light and handsome in aluminum. Can be hung like a gimbal from cabin carlings. Safe like a miner's lamp, cannot cause fire or explosion. Ingenious design draws any gasoline fumes into heater, safely consumes them. Uses handy, economical Sudbury solid Hi-Heet. Cannot spill, flare-up, ignite accidentally. Will not upset, even in rough seas. No irritating fumes, soot or odor. Lasting warm comfort. 24 in. high x 6 in. square, \$24.95.

Hi-Heet, Small Can 25c; Large, 50c. Lights easily even at low temperature, burns with a blue flame.



Box 46N, Sudbury, Mass.

Automatic BILGE CLEANER

Let the ROLL OF THE BOAT Clean the Bilge!

Every year more boat owners buy Sudbury Automatic Bilge Cleaner than any similar product. Reaches where nothing else can; gets all grease and scum. Just pour a little into the bilge, let the roll of the boat do the dirty work. Emulsifies floating gas and oil so it mixes with bilge water. All goes overboard when you pump the bilge. Exclusive deodorizing additive, Mirasol, not only ends all bilge odors — even from diesel oil — but kills odor-causing bacteria.

PREVENT FIRE OR EXPLOSION

Don't risk the loss of your life or boat — "fireproof" your bilge with Automatic Bilge Cleaner. Non-caustic, non-irritating. Harmless to paint, fittings, caulking, even your hands. Qt. \$1.98; Gal. \$7.50.



Sudbury Submersible BILGE PUMP

Corrosion-proof — made entirely of lifetime plastic except the motor which is imbedded in plastic and completely sealed off. Precision made like an underwater watch. Direct drive... no belt or gears. Simple in design, easy to operate. Safe even if overturned, cannot flood or cause electrolysis. Even the screen is plastic, extra large (nearly 60 sq. in.) seldom needs cleaning. Only 5½ in. high, weighs 5 lbs., pumps 300 gal. per hr. Lifetime Guarantee.

6 Volt \$34.95; 12v \$36.50; 32v \$38.75.



TRANSPARENT CRYSTAL BOAT

Helps You Enjoy Underwater Life

Here's an amazingly practical boat you can use in many ways: for skin diving, duck shooting, fishing, enjoying colorful underwater marine life. You can lift it with one hand, carry it on top of your car, portage it easier than a canoe. It's as tough and resilient as the "blister" on a bomber. It's easy to row, easy to maneuver or use with an outboard motor. Holds 3 adults comfortably. 8 ft. long, 45 in. beam. Mahogany gunwales and seats. \$199.95. Plus shipping, crating.



Easy to Carry
One-piece Hull
Weights 44 lbs.
100% Transparent



Sudbury Quality Products are sold by leading Marine Supply Stores, Boatyards, Marinas. If the items you want are not now on display at your dealer's, you may order direct on coupon below.

Regional Representatives Thruout the United States and Around the World.

SUDBURY LABORATORY, Box 46N, Sudbury, Mass.

Please send me the items circled below. I enclose \$.....

AQUA-CLEAR FEEDER	365 BRIGHT-WORK FINISH	Automatic BILGE CLEANER
Model A—20 to 74 hp. \$39.95	Pt. \$3.50 Qt. \$6.00 Gal. \$23.00	Quart. \$1.98 Gallon \$7.50
Model B—75 to 145 hp. \$49.95	365 BOTTOM PAINT	SUBMERSIBLE BILGE PUMP
Model C—150 to 250 hp. \$89.95	Quart \$9.95 Gallon \$35.90	6v \$34.95 12v \$36.50 32v \$38.75
SKY-VENT	FIBRE-GLASS PRIMER Qt. \$3.00	TRANSPARENT BOAT \$199.95
9 in. \$34.95 12" \$59.95 18" \$89.95	GALVA-COAT 5 lbs. \$8.95	Plus crating and shipping
AQUA CLEAR Crystals . per lb. \$2.50	VAPOR-PROOF SWITCHES	SAV-A-TANK CARTRIDGE \$3.00
LIQUID AQUA-CLEAR . . . Pint \$1.98	Multiple . . \$17.95 Single . . \$7.95	BOAT FENDER . A—\$1.98, B—\$4.95
SALT WATER BOAT-ZOAP . Pt. \$1.29	THROTTLE & CHOKE CONTROLS	SAFETY CABIN HEATER \$24.95
SHOCK-CORD (ask for prices)	7-ft. \$5.50 10-ft. \$6.10 15-ft. \$7.10	Hi-Heet, Small Can 25c; Large 50c

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Precision engineering by top technicians plus large scale production now bring you BLUDWORTH MARINE equipment at lowest prices in company history. New All-Transistor models, a whole range of powerful Radio Telephones, Direction Finders, Depthmeters and Underwater Equipment... the same electronic skills and rugged dependable construction that win acclaim coast to coast. BLUDWORTH MARINE... that's your line... for '59



COMMUNICATOR RADIO TELEPHONE BRT 1025-1

18-watt Ship to Shore telephone, 4 channels plus tunable broadcast receiver. Talk with other vessels or call Coast Guard in an emergency. Fully licensed under FCC regulations effective Jan. 1, 1959. \$265. See also the new Coast Guard model transistor single channel transceiver—BRT 1087.



SELF-PROPELLED "POWER DIVER" UPD3A

Conserves energy and air underwater. Descend, ascend, search and rescue, about 1 hour continuous operation. Weighs less than 1/2 lb. submerged, depths to 180 feet. REDUCED to \$250, 6/12 rechargeable battery extra.



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Lighter weight, easier installation. New streamlined antenna scanner. 60kw peak power transmitter. 5 scale ranges: 1/2 to 3, 6, 12, 24 and 48 miles. Sharpest definition on easily read 9" screen. Approx. \$4,000.



MARINE PILOT DIRECTION FINDER DF 1030A

Featuring 3 band coverage—Marine Beacon, Broadcast and Marine Telephone. Exclusive "NULDIKATOR." Maximum performance with greatest utility on all bands. Outside ceiling suspension loop unit and receiver separate. \$535.



NEW BIG CRAFT EQUIPMENT IN PRODUCTION

CROSS LOOP DIRECTION FINDER DF 1034—New type "Ferro-Power" loop in sealed fiber glass housing; remote mounting. High efficiency, supersensitive, 280 to 520 kc. Automatic compensator, gyro repeater.

AUTOMATIC PILOT APB-2—Improved Servo loop, hydraulic activators with magnetic compass pick-off, for larger yachts and fishing vessels. Available with remote steering control or instant manual operation.

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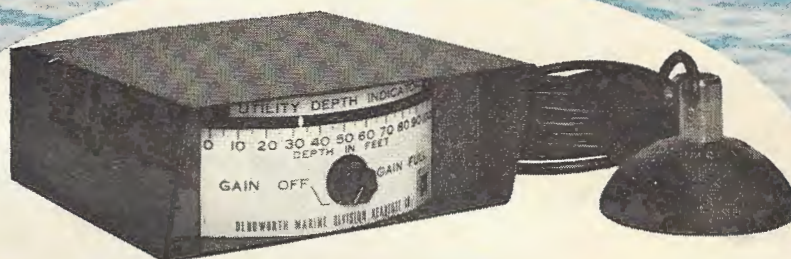
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NEWEST IN ALL-TRANSISTOR PORTABLES
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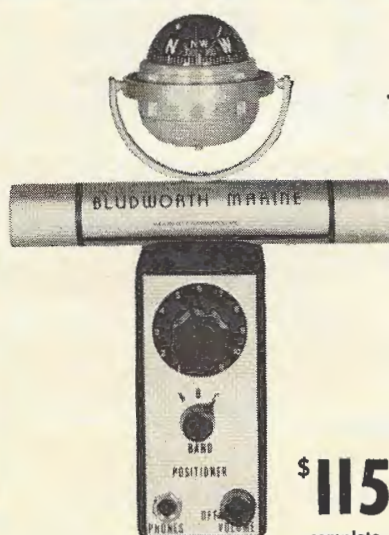


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SELF-CONTAINED, fully portable, 8" x 9" x 3" high, weighs only 6½ lbs. with transducer, for keel or outboard mounting. Range; 3' to 100', accuracy $\pm 2\%$. Direct reading even in sunlight. Fiber glass case, flashlight battery powered.

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The "POSITIONER" DF 1035 3 BAND DIRECTION FINDER

Portable, high efficiency, less than 4 lbs., only 10" high x 3" square. 3 band coverage—200 to 400 kc, 500 to 3500 kc, Marine Beacon, Broadcast, Marine Telephone. Aural null and visual meter plus magnetic compass.

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- Fine marine brushes.

Manufactured by The Glidden Company under exclusive license from Le Ripolin

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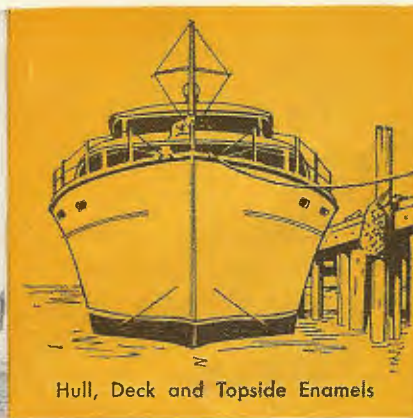
a superb line of Marine Finishes

RIPOLIN

HONORED NAME IN EUROPE FOR OVER 50 YEARS



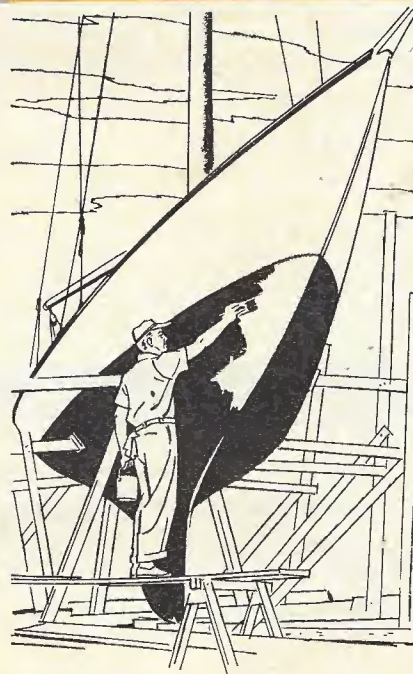
Ripolin was selected for the Admiralty vessel, "Britannia"
— the Royal Yacht of Her Majesty, Queen Elizabeth II.



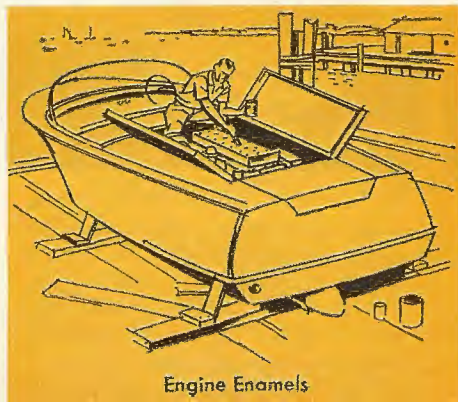
Hull, Deck and Topside Enamels

From the "auto-trailer fleet" to the sleek yacht class, all boats now can have one thing in common: *a rich look of extra luxury that will last the entire season!* It's been proven through over half a century in Europe, where Ripolin Marine Finishes first became popular and still lead in demand.

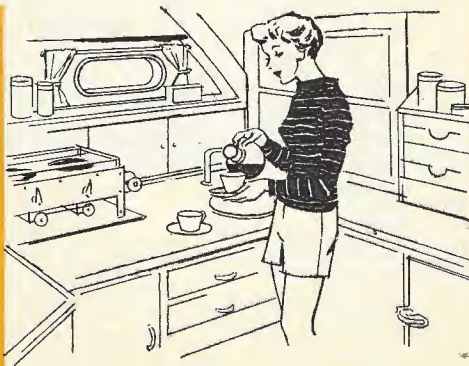
There's a Ripolin product for every use—inboard or outboard—from high-gloss topside enamels and superb stains to dependable, protective engine enamels. This spring, start with the best, the fine full bodied Ripolin products that mean no mid-season painting. Now made by Glidden in the United States under exclusive license, and available from Glidden paint dealers or your marine supplier.



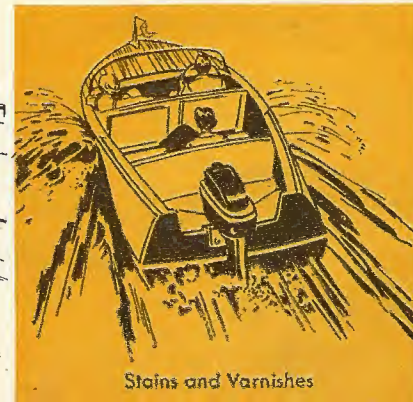
Anti-Fouling Bottom Paints



Engine Enamels



Semi-Gloss Interior Cabin Finishes



Stains and Varnishes

Dick Said:

"Please Sam, for me, tell 'em
what we've done!"

"Dick", is R. I. Stearns,
President of Murphy & Nye.
He's a good fellow, and
usually quiet. But like every
client, he sometimes thinks,
"The ads don't say enough!"

"Our sails have been winning
left and right", he says,
"and no one seems to know
about it. We gotta tell 'em!"

O.K.--OK--

this is an ad for him.



1. To win a championship is one thing; to constantly win the lion's share in a hot class like the Stars, is another. Our sails have won 4 of the last 6 World Championships—4 of the last 6 North American Championships—3 of the last 6 European Championships—2 of the last 3 Olympic Star Games! Photo is of Skip Etchells, '58 N. American Champion.



2. You discover your worth in-a-hurry, is why we like to make Penquin sails. Our customer here is Bob Smith. National Champion in 1956; Second in the National Championship 1957 and 1958! Before Bob, came Ralph Bradley, who won the 1953 Championship with Murphy & Nyes. In the money 4 out of 6 times is consistent, agree?

Our racing record is Spectacular! ("Now you're talking", he said.)

Our idea dept. is Great!

("Why do we hide it?"
he wanted to know.)

Some of the speedier things we've invented are: a jib with adjustable draft, (Patented), —a jib without a mitre—a way of square-working that combines the advantages of roping and tape (if your sails don't have even draft top to bottom, see us. This is patented, too!)

A couple of inventions came from customers: One was plastic windows, (Yes, we were first with them!); the other was those

clever elastic batten stops, that help de-wrinkle the leech.

Most recent in "What's new" is this radically cut Dragon sail. Our man, Pete Bennett is responsible. Look



3. This year's International Lightning Class Champion—His name: Hank Cawthra. His sails: You guessed it. Year before last M & N's were 1st and 2nd in the European Championship (the only M & N's in the regatta). In 1958 they won the European Championship; and the District



4. Jake Vilas has won the International Luder 16 Championship for two years straight. Jake is a great sailor. Everyone will admit it. Jake also knows sails. He worked very close with us to develop his sails. Identical ones, of course, are available to every Luder skipper.



5. Meet the only yacht ever to win the Detroit and Chicago Mackinac races 2 years in a row—"DYNA". Owner Clayton Ewing also finished No. 1 on percentage points for all Lake Michigan races year before last. (Second was our

customer Harvey Nedeau with "ROMOHAJO".) In Dyna's class she gets a tussle from Hugh Schaddelee's "HILARIA", winner of both time prizes in last year's Michigan City Race. User of Murphy & Nye sails. Are you?

Our Sailmakers are Sailors!

("This is the greatest thing going for us", Dick said.)

It takes a love and understanding of racing to make a man a good sailmaker. Everyone of the boys who cut and shape your sails at Murphy & Nye cut their teeth in the racing classes.

If our boys (average age, 32), aren't racing their own boats, they're racing on sailing clubs.



Our President is off for a "local" service call in New Orleans; a few weeks ago, the Chesapeake. M & N customers get attention quick. We'd like to see you among those good customers.

Murphy & Nye, sails the Champions use



Mr. and Mrs. Frank C. Russell of Great Oak, Chestertown, Md., are the owners of Rusco III, a 1958 twin-screw Diesel Wheeler.

When an owner wants the finest he means his insurance, too—

The right insurance, tailored to your yacht and your needs by an INA agent, can make a big difference in your pleasure and peace of mind. Since 1792, Insurance by North America has covered marine risks. You are drawing on unparalleled know-how, strength, stability and prompt loss paying record—the *extra value* that makes the difference in insurance. Ask the INA agent or your broker for a copy of *Fitting Out* or *Going Out of Commission*, also a Buoyage Chart on durable vinyl.

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25' EXPRESS with sleek one-piece top. Twin engines to 370 hp. Sleeps 4.



35' EXPRESS with new, wider 12' beam. Twin engines to 550 hp. Sleeps 6.



52' MOTOR YACHT with huge main salon, 3 staterooms and galley. Sleeps 10.

everything's new
25' to 52'

ROAMER STEEL BOATS

Roamer's '59 fleet just docked at your dealer's with its finest, most complete line and a host of "new's". New pace-setting styling that's the talk of the marinas. New hull designs offer more speed and even greater riding qualities. Wider beams add amazing roominess topside and below, interiors are newly color-styled. More news — Roamer is the first line of cruisers completely protected from corrosion by the new CAPAC Automatic Corrosion Eliminator. And always, Roamer's matchless steel hull — rugged, smooth-riding and safe!

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DIVISION OF CHRIS-CRAFT CORPORATION

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It's packed with
information on
exciting new
models.



THE FINEST **MATTHEWS FLEET** IN 69 YEARS!



● **"42" Fly Bridge DOUBLE CABIN**

—a floating home for the whole family. Sleeps 6. See her at New York and Miami Shows.



● **"42" Convertible SEDAN**

—our most popular model. Converts from open to closed deckhouse in one minute. Sleeps 6.



● **"42" De Luxe SEDAN**

—an old favorite. Six different interior plans available. Two toilets. Sleeps 6.

By specializing in 42 footers—the ideal size in a cruiser—we are giving you the greatest value afloat today. Matthews quality and superior workmanship is recognized as tops in the cruiser field—the ultimate value in American Boating.

Select the model that fits your boating picture, and send for free catalog and price list. Your nearest Matthews dealer will be glad to help you.



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● **"42" Sport FISHERMAN**

—perfect for off-shore fishing—a real he-man's boat. Complete fishing equipment available.



● **"42" Martinique EXPRESS**

—fast and smartly styled for fishing or entertaining. Hard or soft top. Choice of several interiors.

"Wherever you cruise...you'll find a Matthews"

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Multi-purpose miracle PVC

protects ... floats ... insulates

From tough cellular PVC B. F. Goodrich makes boat fenders, *Handi-Floats*, flutterboards, life rings, ice buckets. All do the job better and easier than similar products. Unbreakable, unsinkable, lightweight. Need no maintenance. Will not rot, dry out or mildew. Unaffected by oil, salt water or marine growth.

Made under Pat. No. 2,737,503



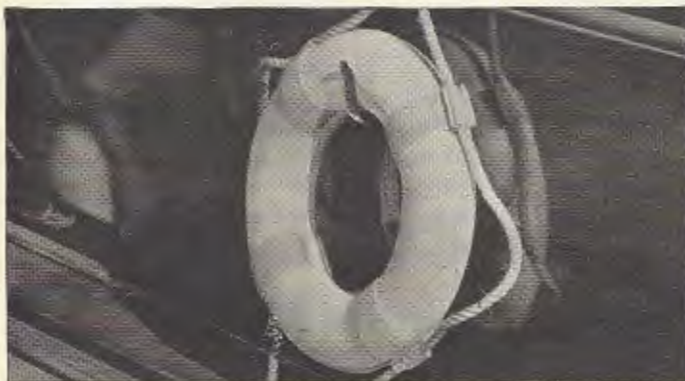
INSULATES B. F. Goodrich 'Nicer' ice bucket holds a full gallon for hours and hours. Will not sink. Just a lid and bucket, there's no fragile liner to break, no metal to rust or scratch. With attractive carrying basket for \$9.95 in red, blue, green, yellow and black-white combination.



PROTECTS B. F. Goodrich marine fenders are single molded units with no loose filling or hollow inside. Air dry in seconds, they clean with a wipe. Lightweight, easy and quick to manage. Retail prices and sizes: 3" x 15" \$4.00, 4" x 18" \$6.00, 5" x 24" \$9.00.



B. F. Goodrich *Handi-Floats* make lifelines, markers, and horizontal fenders perfect for docking against piling. Retail prices and sizes: 3" x 3" 35¢, 3½" x 4½" 65¢, 4" x 6" \$1.00, 6" x 7½" \$2.75.



FLOATS B. F. Goodrich ring life buoys need no covering or maintenance. Always buoyant, always ready for action. Retail prices and sizes: 24" CGA white or red \$21.00, 20" CGA white or red \$17.50, 18" white \$12.00, 15" white or red-with-white rigging \$9.50.



B. F. Goodrich flutterboard supports 150 lbs. in water. Ideal for beginning swimmers, resilient surface will not harm others in water. Will not become waterlogged. In red or blue \$3.95.

For more information write The B. F. Goodrich Company, 437 Derby Place, Shelton, Connecticut. Phone REgent 5-4661.

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—all are involved when you buy a yacht. Your yacht broker is instrumental in this important transaction. Select him carefully.

We have prepared a "Manual of Yacht Brokerage" which tells about the way we do business. It outlines our procedures and contains information on buying, selling, and chartering. May we send you a copy?

The personnel of Richard Bertram & Co. have been selected because of their integrity and their wide knowledge of boats. I hope these personal histories will help you to know us.

Richard Bertram



Charles Irwin has been with the firm since 1953 as manager of the Fort Lauderdale office. His ancestors made their living aboard coastwise schooners for generations, probably one reason why Charlie knows boats so well. He grew up on the Shrewsbury River and from 1918 until 1953, he worked at Irwin's Yacht Works, founded by his father at Red Bank, N. J. in 1892. In competitive yachting, Charlie has won trophies for racing outboards, speedboats, sailboats, and iceboats. He graduated from Peddie and Colgate University.



Walter Bertram has been a broker in the Fort Lauderdale office since 1949. Having had a lifelong interest in boats, the sea, and everything nautical, Walt has cruised much of the Atlantic coast, been active in class boat racing, and later in race committee work. Before joining us, he was Vice President and Sales Manager of Morse Chain Company, Ithaca, New York. A graduate of Stephens Institute of Technology, Walter holds the degree of Mechanical Engineer.



Frank Duffy became a yacht broker in 1954 after almost thirty years of seafaring. He first shipped on the side-wheeler CLEVELAND and later served as a deck officer for Socony Vacuum and the Grace Line. He has owned three cruising auxiliaries and has cruised from Nova Scotia to the Virgin Islands, including Bermuda and the Bahamas. He has participated in many ocean races, often as navigator. Frank is a graduate of the New York University Navigational School.



Evelyn Hughes is a founding member of our Fort Lauderdale firm. She handles brokerage and charter inquiries, and her circle of friends in the yachting fraternity is exceptionally wide. Her early interest in the water was acquired on Lake Michigan but in recent years her cruising has been along the Florida Coast and the Bahamas. Evelyn is a graduate of the University of Jackson in Michigan.



John Walker joined our Ft. Lauderdale office as a yacht broker in 1957. Before moving to Florida, he sailed inland lake scows in Michigan. John has had an active interest in yachting since boyhood and is presently studying naval architecture, not with the idea of practicing, but for a better knowledge of boat design. He served as bombardier in the Air Force during the war and was discharged with the rank of Second Lieutenant. John graduated from Mercersburg Academy and Princeton University.

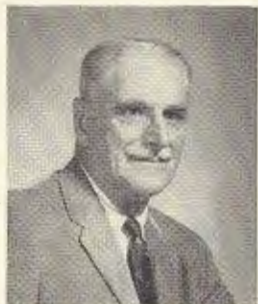


Barbara Laczko handles our foreign clearances in Fort Lauderdale. This service is available for a modest fee and saves the yachtsman time and nuisance. Barbara grew up on the Shrewsbury River in Red Bank, New Jersey. She was in the insurance business before coming to Florida. Hobbies include day sailing and fishing off the Florida Coast.





MIAMI OFFICE AND YACHT BASIN



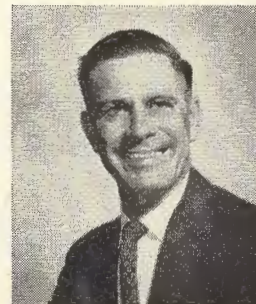
George Adams first entered the yacht brokerage business in 1938 and has been a broker in our Miami office for seven years. He has cruised and raced widely. George sailed his first Bermuda Race in 1934 and in 1936 made a two year passage of over 18,000 miles as Master and Navigator of the schooner yacht CHIVA, carrying the Academy of Natural Science Expedition from Gloucester, Mass., through the Caribbean and all the major island groups of the South Pacific. He attended Cornell University and the Naval Academy. George holds the permanent rank of Captain USNR.



Sandy Hiss manages the Brokerage Department of our Miami office. He first entered the yacht brokerage business in 1939. Sandy started sailing as a junior at Gibson Island and has been an active racing and cruising sailor ever since. His log includes SORC, Mackinac, and Bermuda Races, a trans-Atlantic passage, and the Fastnet Race. He has sailed in every Nassau Race but two. Sandy has an unusually wide background in the boat business in addition to his yachting experience. Besides brokerage, he has worked in marine insurance, yacht repair yards, the Merchant Marine, and served as a skipper of army tugs during the war.



Brian Palmer has been with us three years as a broker in the Miami office. In addition to his yacht brokerage activity, he is our ship broker and sells a substantial volume of commercial tonnage. Brian gained his early seafaring experience under the rugged sailing conditions of his native England. After leaving St. George's Harpenden School, he served in the British Merchant Marine. During the war, Brian served in the Navy, attaining the rank of Lieutenant Commander, RNVR. After the war, he participated in a number of ocean racing events in England before sailing to this country via Gibraltar and the West Indies as a navigator of a 53' schooner.



Albert Schauseil has been with us since 1955. A student of marine insurance, Al manages our yacht insurance department. He grew up on Lake Ontario and moved to Florida to attend the University of Miami. Upon graduation in 1949, Al entered the yacht brokerage business. He enjoys both cruising and fishing and has cruised the Atlantic and Gulf Coasts, the Bahamas, and Cuba. Al also enjoys writing and has contributed articles to the yachting press.



Esther Bothfield is our charter broker. She entered the yacht brokerage business in 1935 and has been with us for six years. A wide knowledge of both boats and professional crews enables Esther to make sound recommendations to prospective charterers. She was brought up on the shore of Lake Michigan and has spent much of her life on the water. Her present cruising is mostly in the Bahamas which she and her husband particularly enjoy. The Bothfields own a Lightning Class sloop which they race with considerable success.



Mary Murray is a yacht broker in the Miami office. In addition to selling boats, she takes care of our listings and advertising. Mary did her early sailing in Snipes and Comets on the lakes of northern New York State. Later, she and her husband owned a power boat and cruised the St. Lawrence and Lake Ontario. They are ardent fishermen. Her educational background includes Syracuse University and business school.



Jacquelyn Scott handles foreign clearances and brokerage in the Miami office. Her excellent Spanish appeals to our Latin clientele. Jackie grew up in Miami and has always been actively interested in sailing and fishing. She has owned several boats and has cruised extensively in the Florida Keys and the Bahamas. Jackie is a graduate of Miss Harris School, Ogontz Junior College, and the University of Miami.



Bob Carter is Manager of the Bertram Yacht Basin. He is responsible for the yachts placed in our care for storage or management. Bob began sailing on Lake Michigan 27 years ago and has been an enthusiast ever since. He has owned a 32' Alden cutter, a 34' Alden ketch, and has cruised widely in both sail and power. During the war, Bob served three years as Quartermaster, US Navy. His wide background in the management field includes almost every phase of the boating business.

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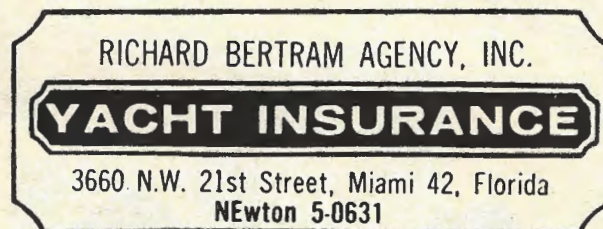
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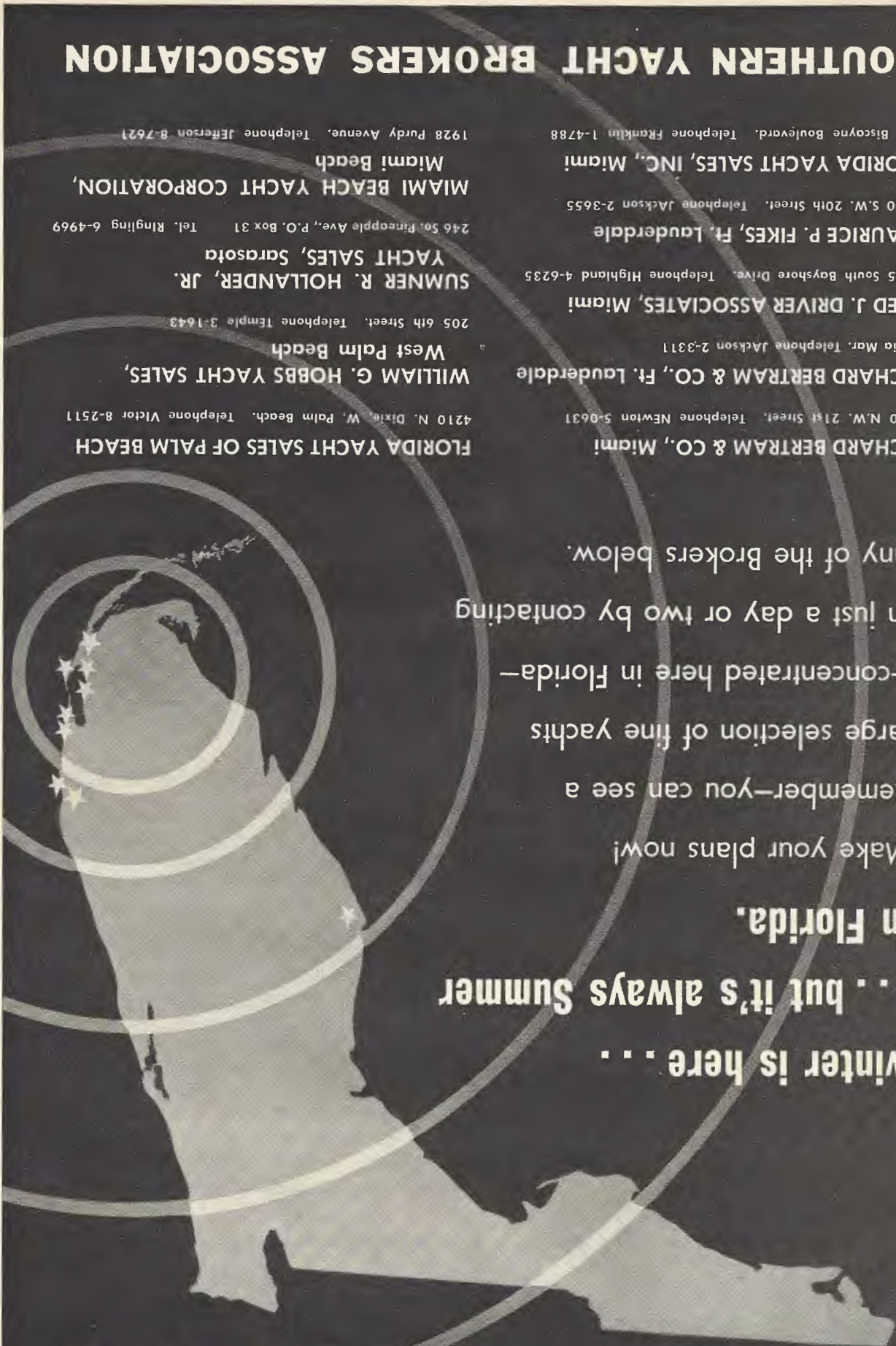
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 in just a day or two by contacting
 any of the Brokers below.

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53' DIESEL ELCO **Practical Layout — Proven Performance**

Construction of this yacht is high quality in typical Elco tradition. Honduras mahogany is used extensively and decks are teak.

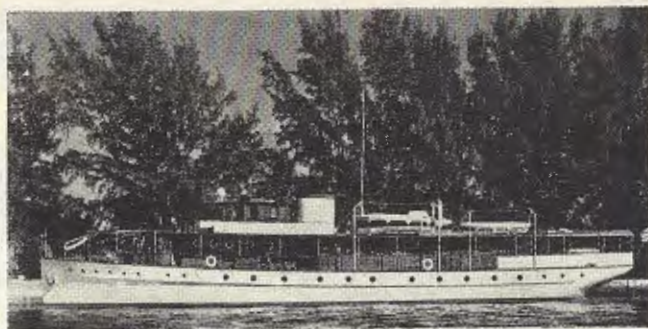
Accommodations are for a total of 7 in owner's party including two double staterooms and two baths. Crews quarters for two are forward with head and shower.

Galley has electric refrigeration and 4-burner gas range with oven.

Main engines are 150 hp Diesels. Generator is 3 KW Diesel. Electric system includes 2 banks of batteries.

Equipment includes electric toilets, aluminum dinghy, radio-telephone, fathometer, life raft, RDF, outriggers, 2 fish chairs in cockpit, built-in bait and fish boxes.

We sold this yacht to her present owner 12 years ago. She has been stored under cover and maintained by the same captain ever since. The offering price of \$25,000 is realistic.



121' MATHIS DIESEL CRUISER FOR CHARTER

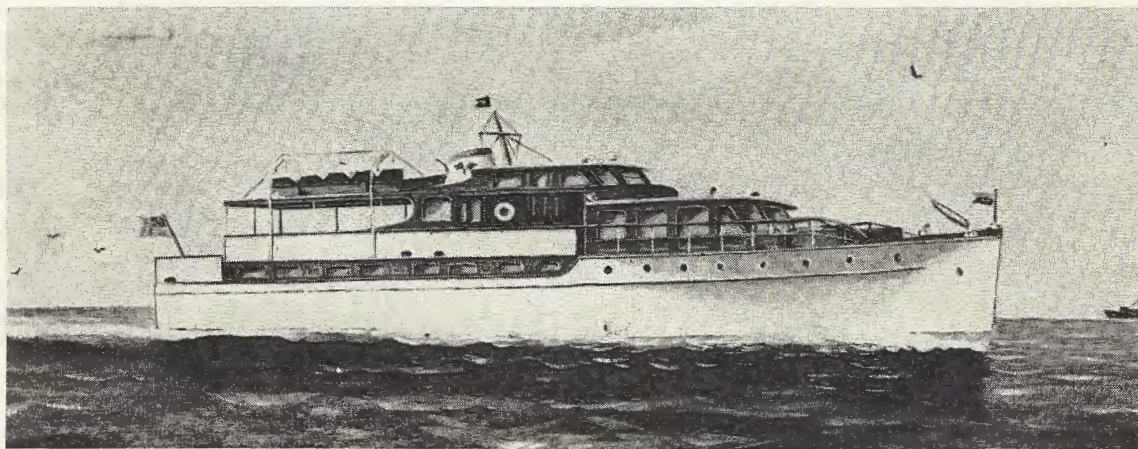
Offered because prominent yachtsman owner will be abroad this winter, this houseboat type offers the ultimate in cruising comfort. Accommodations consist of 4 double and 2 single staterooms with 6 complete baths. The 38' long living-dining saloon makes her particularly suitable for entertaining. Refrigerator capacity is large and equipment includes ice making machine. Exceptional water and fuel capacity give ample range for extended Bahamas cruising.

Overhaul of main engines has recently been completed and vessel is reported in top shape mechanically throughout. All superstructure is teak. Decor throughout is in conservative good taste. Equipment includes both 21' and 18' launches plus skiff.

Crew is an important factor in any charter. The crew of this vessel have been together under the same owner for many years. They constitute an efficient and competent group who know the vessel and how to give the party the utmost in service. Available from December 1st on, here is the ideal vessel to cruise the Florida east coast, the Keys, Ten Thousand Islands, Cape Sable area, west coast of Florida, the Bahamas or Cuba. Contact your own broker or

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78' DIESEL CRUISER—AMPLE BEAM—LARGE PROMENADE DECK

Original construction by New York Yacht, Launch and Engine is to very high specifications. Joinerwork is superb.

Modernization includes new teak decks, new General Motors Diesels, new 30 KW Diesel generator, air conditioning and heating system.

Decor throughout is particularly attractive. Galley is modern and includes ample refrigeration and deep freeze.

Accommodations for owner and guests are two double and two single staterooms, all large.

Electronic equipment includes automatic pilot, depth finder, RDF, 2 ship to shore phones, Hi-Fi and 4 TV's.

This is one of the outstanding yachts of her size and type. She is beautifully maintained and ready to go cruising. For appointment to inspect contact owner's exclusive agents.

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46' HUCKINS "GRAND MANAN 45" with flying bridge, dual controls 1953. Two 200 hp V-8's, one new 1956. Onan generator. Sleeps 6 plus 2 crew. Radiophone, sailing pram, auto-pilot, fishing equipment, etc. Captain maintained. Fast and very clean. Fairly priced.



61' FLUSH DECK FEADSHIP with cockpit 1956. Twin 6-71's. 1957 10KW Diesel generator. Sleeps 6 plus 2 crew. 3 showers. Air-conditioning in owner's quarters. Excellent equipment. One of the very finest Feadships. Offered by original owner and priced to sell.

GAS

41' MATTHEWS PLAN B SEDAN '53 model. Two 1957 V-8's. Sleeps 6. Onan generator, long list extras. Very clean. Try \$22,000.

48' WHEELER DCFB 1952. Twin V-8's. Sleeps 6, plus 2 crew. Radiophone, pressure water, new upholstery 1955. Very attractive.

52' CHRIS-CRAFT CONQUEROR with Super Sundeck 1953. Three 160 hp CC's. Sleeps 6 plus 2 crew. Long list of extras. Fast and in beautiful shape.

DIESEL

53' GREBE CRUISER with flying bridge, dual controls 1950. Two 6-71's. Sleeps 6, 1 crew. Has had excellent ownership. Very lovely.

55' CHRIS-CRAFT CONSTELLATION 1958. Twin 300 hp GM Turbo's. Sleeps 6 plus 2 crew. Virtually a new boat with long inventory. Very fast.

58' FLUSH DECK BURGER 1950. Twin 6-71's, rebuilt 1957. Sleeps 8 plus 2 crew. Excellent equipment. Much spent recently remodeling, etc.

SAIL

40' TINGEN KETCH 1957. Gray auxiliary. Steel construction. Teak decks. Well equipped. Sleeps 6. Many extras. \$24,900, make offer.

BLOCK ISLAND 40 CB YAWL 1958. Gray auxiliary. Moulded fiberglass construction. Sleeps 6. Smart racer and comfortable cruiser. Little maintenance.

48' GEIGER-MORTON JOHNSON CB KETCH 1948. Gray auxiliary. Double planked. Sleeps 6. Always had professional care. 36.4 CCA rating.



82' RHODES CENTERBOARD KETCH 1956. 6-71 auxiliary engine. 110 V lighting throughout. Sleeps 5 plus 4 crew. Three showers. Has had very little use. Excellent equipment, construction and maintenance. Better than new and available for half her cost.



HAND MOTOR SAILER. GM 6-71. Sleeps 4. Original layout had 3 more berths in main cabin which can be reinstalled. One crew berth, 3 heads, 1 shower. Excellent equipment. Just refinished. Very able. \$29,000.



67' LATE MODEL TRUMPY CRUISER. Twin GM 6-71's. 110 volt lighting throughout. Three double staterooms. Excellent seagoing qualities. Top grade construction. Offered for first time.



118' DEFOE "CRUISEMASTER" 1947. Twin GM 6-71's in tandem (4 engines). 6000 gals fuel. Steel construction. Sleeps 7 plus 9 crew. Fully air-conditioned. This yacht is fully equipped from standpoint of safety and comfort. A magnificent yacht.



FOR CHARTER

EXCELLENT CREW — WIDE CRUISING RANGE

Here is a comfortable 85' Diesel yacht capable of going anywhere.

Accommodations consist of 2 doubles & 1 single stateroom aft, crews quarters for 4, dining saloon, a smoking or cardroom, a spacious lounge and large after deck area.

The crew is well known to this office. They are courteous and competent.

Necessary equipment has been provided for safety and comfort.

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40' CHRIS NORSEMAN

COMPLETELY EQUIPPED SPORTFISHERMAN

Here is one of the most attractive Sportfishermen available. She was built in 1954 and has been maintained in new boat condition by top crew.

Construction is high grade with monel fastenings and teak decks. Main engines are two 200 hp Chrysler V-8's. Electrical system is 32 volts with 1½KW generator.

Although this boat is primarily arranged for day fishing, she does have three berths, two electric heads and a galley with hot water heater, gas stove and electric refrigeration. Equipment is unusually complete for safety, comfort and fishing.

In immaculate condition, this offering carries our highest recommendation. Owner has purchased larger yacht and wants to sell.

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FOR SALE OR CHARTER

71' x 18'3" x 7'—Here is one of the most talked about vessels that has come out in a number of years. She is a Boyer type Ketch-rigged 1949 Motor Sailer built by DeVries Lentsch in Holland. Limed oak paneling throughout, stained glass windows, beautiful carvings inside and out by famous Dutch artists are but a few of the features which make this yacht so unique and attractive.

Living room type saloon has built-in piano which is a desk when closed up, and Hi-Fi piped to deck and all staterooms. Her sleeping accommodations will amaze you and particularly appeal to the man and woman who wish to make this boat their permanent home. There are 6 staterooms sleeping a total of 11 persons in the owner's party. Each room has a recessed vanity type porcelain wash basin, full length mirrors, plentiful lockers and wardrobes. The staterooms connect with three tiled baths, two with tubs and hot and cold showers. Crews quarters are forward for three with head and shower. One guest stateroom is sometimes used as captain's cabin.

Construction is of the ocean liner type and safety is featured throughout. Hull is steel, there are teak decks and watertight steel doors give 4 watertight compartments with double plated

steel tanks along entire bottom. This feature together with an iron keel in lieu of the usual leeboards found on Boyer yachts permits comfortable offshore cruising. 1320 gallons of fuel and 1550 gallons of water provide a 1200 mile cruising range under power; under sail she has logged 12 knots. This year new Dacron sails by Vallentine were added to her inventory.

Auxiliary power is twin GM 4-71 Diesels. Other equipment includes Diesel generator, 150 watt radiophone, 30 hp speedboat, unusually large GM deepfreeze and 12 cu. ft. electric refrigerator permit the boat to stay at sea at least 30 days, Way-Wolff heating system and hot water heater, fathometer, RDF, fishing chairs, etc.

For permanent living aboard, extensive offshore cruising or entertaining, there is nothing else in existence quite like this yacht. On deck, she is spacious with a poop deck for sunbathing and a large cockpit which seats 8 comfortably for dinner or 12 for cocktails. She must be seen to be fully appreciated. We offer her enthusiastically.

Will consider trade for smaller motor sailer or offshore Diesel Cruiser.

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Our Yacht Sales and Charter Dept. offers the finest in yachts and pleasure crafts of all sizes and types.

76' Densmore Cruiser, the finest available of the older yachts. Completely reconditioned and new G. M. 6-71 diesels installed 1954. Every modern convenience. Two beautiful twin staterooms and two baths, spacious combination living and dining salon, with upper and lower berths. In excellent condition throughout. Fine for both ocean and intracoastal cruising. Must see to appreciate. Price greatly reduced for immediate sale. Located at our basin.

61' Trumpy Houseboat Cruiser, twin 6-71 G. M. diesels. Unusually well equipped with every up to date convenience including Radar. The most attractive and outstanding yacht of the size and type available, three beautiful twin staterooms and two baths. Spacious and convenient galley on the main deck with door leading to the large living and

dining salon. Excellent crew quarters forward for two with bath. Priced at less than half replacement cost.

83' U. S. Coast Guard Conversion designed by Eldredge-McInnis and built by Wheeler 1943. Completely rebuilt, repowered and converted to yacht 1947. One of the best of conversions. Teak decks, four double staterooms, two baths, sleeps ten if necessary. Rugged construction, every modern convenience, roomy and comfortable. Very seaworthy, fine for Pacific or any type of ocean cruising. For sale by estate. Offers invited.

65' 1951 G. M. Diesel Cruiser. A beautiful boat. Finest of size and type available. Many others, all types and sizes. Sale and charter at the right prices. We solicit listings good salable boats of all sizes.

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- 22' Crosby yawl sloop 4, sails '57 \$2950.
- 38' Quiney Adams yawl, race, sails o.b. \$4500.
- 26' Sea Bird yawl sloop 3, Gray 16 \$3500.
- 32' Atkin ketch Ratsey sails, 60 hp \$7900.
- 38' diesel ketch '50; refrig. s.s. phone \$20,000.
- 32' Johnson motorsailer '48, 2 cab. \$6500.
- 30' Tahiti Graves ketch '46; daemons \$8300.
- 50' t.s. motorsailer D.H. dinette \$18,000, ask.
- 33' Tanook schooner '49, ocean sailer \$3850.
- 47' Alden cutter 7 sails, Gray '51 \$19,500.
- 42' Lawley mare, sloop, sails '58 \$4200.
- 35' Atkin sloop 3 cab, fr. watr. mtr. \$9500.
- 32' Alden cutter sloop 6; offer wanted.
- 29' Malabar Jr. sloop, hedrm. N.Y. area \$5500.

SEA SKIFFS & CRUISERS

- 30' t.s. Chris-Craft '55 skiff express \$6500.
- 33' Leek '56 Pacemkr. 2 Nordbergs \$12,500.
- 31' Luhrs ts flybr. skiff '58 \$9800.
- 23' Hacker '55 expr. skiff, \$3500.
- 23' Summerscraft '56 skiff 125 hp \$5100.
- 27' Owens expr. '57 for 4 \$5500.
- 31' Elco Veedette, Nordberg '56 try \$2400.

RACING CLASS & DAY SAILERS

- Blue Jay McKean '56, daemons, spin. \$550.
- Olsen '54 Lightning glued seam, trailer \$1775.
- Highlander '55, daemons, mtr. trlr. \$2350.
- Saybrk. Star '47 \$795, Parkmn. Star \$450.
- Atlantic sloop, Ratsey's & 9 suits \$1350.
- L 16 '48, Watts daeron, spin. try \$2500.
- 48' A & R 8 mtr. needs work \$3500.
- 39' 6 mtr. 9 sails 7 winches, mtr. \$3750.
- Herreshoff S. daeron '57 fine record \$3500.
- Raven '50, nylon sails, trailer \$2000.
- 110 Hagerty 3 suits Ratsey orlon \$650.
- 210 Saybrook Ratsey daeron '56 \$1850.
- 12 1/2 sq. mtr. sloop '51, 2 suits \$1400.
- 30' new Knarr Sr. cabin sloop \$3990.
- 23' Herreshoff Fish sloop 7 sails \$2850.
- 22' Pennant cab sloop 2 bunks head \$1800.



30' TS Chris-Craft '55 \$7450

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THANK YOU — YOU WERE WONDERFUL!

YES YOU! YOU who read our ads; YOU who wrote to us about our New and Used Boats; YOU who appreciate quality and service, recognize integrity, and bought from us. Thanks to YOU—1958 was great! Because of YOU—1959 will be even greater.

Right now we have some excellent values in Used Boats. For example: a 1956 30' Chris-Craft Capitan with twin 130's, Chris O Matics, and Ship to Shore, completely refinished for \$9,650.00; a 1955 29' Richardson Express with twin 100 H.P. Gray's, teak decks and cockpit, and extremely low time on the engine for \$7,950.00. These are just two of many outstanding values waiting for you at our yard.

NOW IS THE TIME FOR YOU TO BUY!

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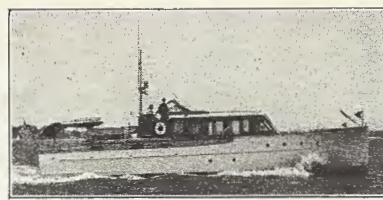


No. Y-51683—FOR SALE—38' twin screw sport fisherman. Sleeps six, good speed. Chrysler motors. Fine combination boat for fishing and cruising. See SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.

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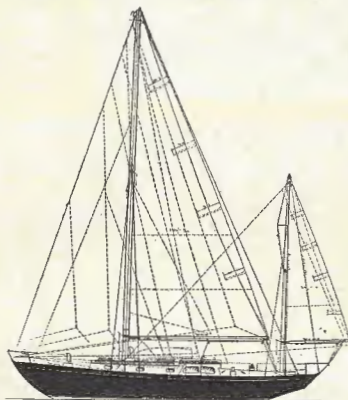
11 EAST 44TH ST., NEW YORK



No. Y-5123—FOR SALE—53' twin screw power boat designed and built by Elco, with three staterooms, two lavatories, walk-around deck. Large cockpit. See SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.



No. Y-15865—FOR SALE—34' Garden designed, Diesel powered motor cruiser, custom built by Peterson in Port Washington, 1954. An excellent sea boat, good cruising radius, dual controls. SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.



No. Y-80150—40' cruising, racing yawl, custom built our designs fall 1957 to best specs. Sleeps six, comfortable, beamy, fast. Good C.C.A. rating. 6'5" headroom. Teak house and trim. Water pressure system, hot shower, galley aft, good sail inventory. Meticulously maintained. SPARKMAN & STEPHENS, Inc., 11 East 44th St., New York. MU 2-3557.



No. Y-80156—FOR SALE—Diesel yawl 52' o.a., custom built teak, our designs, 1957, to last a lifetime. Four berths main cabin, double stateroom, crew space forward. A blue water boat in every sense of the word. For further data see SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.



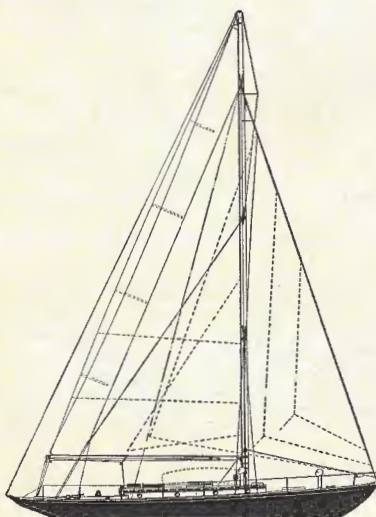
No. Y-15703—FOR SALE—52' Chris-Craft Conqueror, with two double staterooms, sofa berth in deckhouse, crew space forward. Dinette opposite galley. RDF, ship-to-shore, fathometer. 1957 motors. See SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.



No. Y-15775—FOR SALE—Huckins Neptune 45 cruiser with double staterooms forward and aft, each with lavatory. General Motors Diesel power, all modern auxiliaries. Was completely reconditioned 1958. In commission. See SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.



No. Y-8973—FOR SALE—Auxiliary yawl 36' x 25'8" x 9'4" x 5'1", with two berths in main cabin, double stateroom forward, galley aft. For sale only because owner has bought a larger yawl built from our designs. Priced to sell. See SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.



No. Y-7500—FOR SALE—DIESEL powered auxiliary sloop built by Nevins from our designs. Three berths main cabin, double stateroom aft, crew space forward. Large inventory of equipment. Has crossed the Atlantic. For further information see SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.



No. Y-8753—FOR SALE—Shoal draft auxiliary ketch 77' over all, built by Burger, Rhodes' designs. General Motors Diesel power, teak decks, large cruising radius, ample accommodations. American Bureau Survey and Classification 1956. See SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.

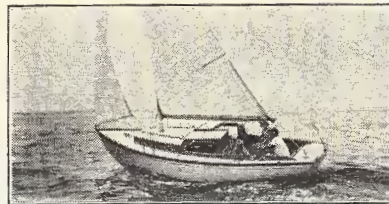


No. Y-739—The 33' PILOT sloops built from our designs, sleeping four in two cabins, with a large cockpit, are one of our most successful designs and are the boats to beat in cruising races. We have one for sale. SPARKMAN & STEPHENS, Inc., 11 East 44th St., New York 17. MU 2-3557.

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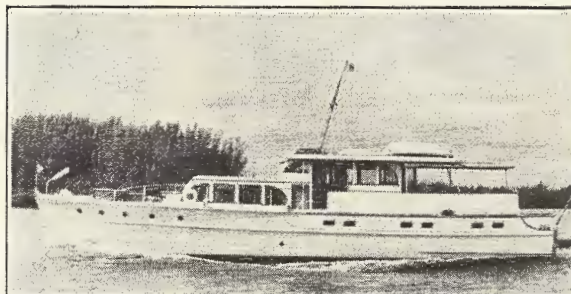
11 EAST 44TH ST., NEW YORK



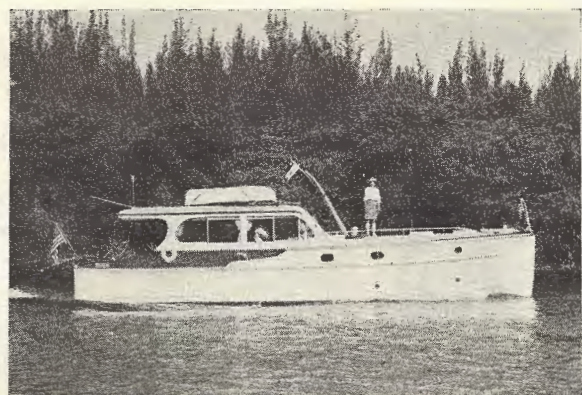
No. Y-71271—FOR SALE—A new house and a growing family make it necessary for the owner of this 25' smart Rhodes cruising auxiliary to put her on the market for sale, and create an opportunity for someone to buy this smart single hander. SPARKMAN & STEPHENS, Inc., 11 East 44th St., New York 17. MU 2-3557.



No. Y-15869—FOR SALE—Steel Diesel yacht 118'6" x 18'5" x 6'6", designed and built by DeFoe with General Motors power. Living room, library and dining saloon on main deck. Four owner's staterooms. Large cruising radius. One of the best large yachts afloat. See SPARKMAN & STEPHENS, Inc., 11 East 44th St., New York 17. MU 2-3557.



No. YP-5230—FOR FLORIDA CHARTER—66' custom built twin screw Diesel yacht with three double staterooms and a deck living room in addition to a separate dining saloon. Unusually spacious for a yacht of her size and one we highly recommend. For further data see SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.



No. Y-15866—FOR SALE—In Florida, DIESEL powered 40' Matthews, with sleeping accommodations for six. One of the few quality boats of her size and type with Diesel power. Delivery in commission. For further data, price and location consult SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.



No. 15594—FOR SALE—In Florida—63' sea-going Diesel yacht, designed by Garden reflecting the influence of the Pacific Coast Tuna clippers. An economical boat to maintain and we highly recommend her for anyone who wants to go to sea in comfort. SPARKMAN & STEPHENS, Inc., 11 East 44th St., New York 17. MU 2-3557.



No. Y-6596—Auxiliary Brigantine 51' x 40' x 15'6" x 7'6", built 1950. Three sleeping cabins, large deckhouse, Diesel power. A cruising boat that should have a nostalgic appeal to a blue water sailor. For further data, price and location see SPARKMAN & STEPHENS, Inc., 11 East 44th St., New York 17. MU 2-3557.



No. Y-15861—FOR SALE—Diesel motor sailer 37' x 12'4" x 4'6", custom built for her present owner from Henry Scheel's designs. An ideal type for one who wants the combination of power and security of auxiliary sail. For further data see SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.



No. Y-8563—FOR SALE—Fast cruising yawl 48'3" x 34' x 11' x 6'10", custom built from our designs. Four berths in main cabin, double stateroom aft, pipe berth forward. Low CCA rating. Teak decks. Very well maintained. Must be seen to appreciate. SPARKMAN & STEPHENS, Inc., 11 East 44th Street, New York 17. MU 2-3557.

Florida yacht sales inc.

530 BISCAYNE BOULEVARD • MIAMI 32, FLORIDA • TEL: FRanklin 1-4788



90' 1956 (Dec.) RHODES Ketch-Rigged Motor-sailer. Twin GM 6-71 Diesels. Sleeps 6 plus 5 crew. Central heat & air-conditioning, Radar, intercom, 150 watt RCA S-S. Finest luxury yacht of this type available. Perfect condition and tastefully decorated.



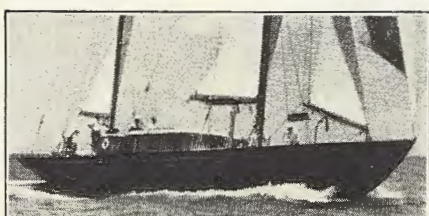
118' 1947 DEFOE Cruisemaster. 15 mph ocean going yacht, luxuriously appointed to accommodate 8 plus 7 crew. Ultra-modern staterooms and baths. Radar, Sperry automatic pilot, 20 KW diesel generator. Recent complete overhaul.



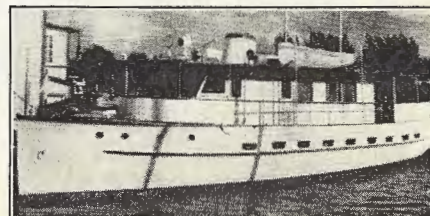
109' HERRESHOFF Auxiliary Schooner. GM Diesel, rebt. 1957. Welded steel hull. Sleeps 10 plus 6 crew, 3 heads, one bath, spacious salon; 150 watt radio, auto pilot, Loran, intercom, 16' fiberglass speedboat. Excellent condition, ideal for cruising.



85' 1951 STEPHENS Diesel Cruiser. Two twin GM 6-71 units (total 900 hp), completely rebt. 1957. Three double staterooms, 3 toilets, 2 showers. Crew qtrs. for 3. Radar, S-S, 10KW diesel generator, Way-Wolff heating and hot water system. Luxurious, ocean-going yacht for the discriminating yachtsman.



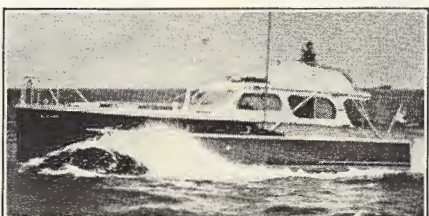
77' 1947 RHODES KETCH. Luxury cruising diesel ketch, sleeping 6 plus crew. Steel hull, teak decks, interior heat, ship-to-shore. Luxuriously appointed, well maintained and ideal for cruising in the Caribbean. South Florida, \$75,000 asking.



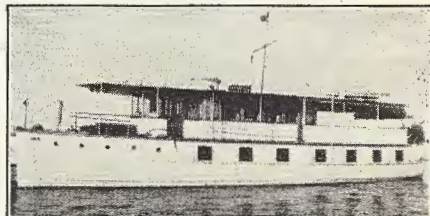
61' MATHIS Cruising Houseboat. Twin GM 6-71 diesels, new 1951. Sleeps 7 plus crew, 3 dbl. staterooms, 2 toilets, shower. Walnut paneled deckhouse. Galley on main deck. RCA radio, RDF, etc. New boat condition.



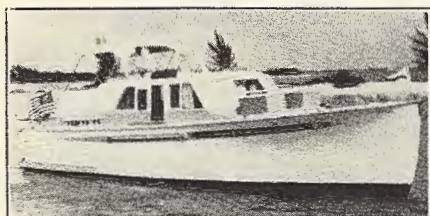
61' 1955 FEADSHIP. Steel hull, teak cabins and decks. Twin GM Diesels, 7½ KW diesel generator, Radar, 150 watt radio, etc. Sleeps 4 in 2 luxurious staterooms plus 2 crew. In Florida, shown by appointment.



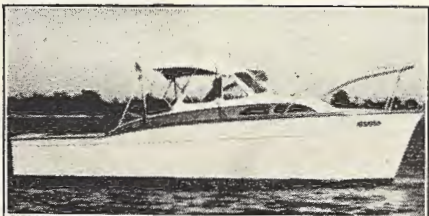
40' 1951 MATTHEWS. Twin Chryslers, 3 KW Onan 110 AC gen., sleeps 6, dual controls. Equipped by Rybovich for fishing, auto pilot, radio, depth sounder, RDF, 9' dinghy, elec. refrig. and stove. Magnificent blue-green hull with ivory decks. In Florida.



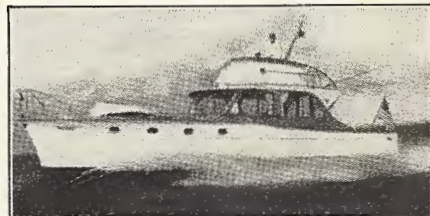
64' MATHIS Houseboat. Twin GM 4-51 diesels. 2 double & one single stateroom plus 3 crew. 75 watt S-S, automatic CO2, Morse controls, 15 KW generator. Comfortable yacht with all modern conveniences. \$37,500.



46' 1947 WHEELER Fly-Bridge Double Cabin Cruiser. Twin Gray gas engines, new 1955. Sleeps 8, 2 electric heads, one shower. Custom hard-top over fly-bridge. Entirely rebuilt 1954-55. All painted exterior for easy maintenance. Reduced to \$16,000.



22' 1957 ATLANTIC Sport-Fisherman. The connoisseur's delight! 35 mph with 215 hp Interceptor. Sleeps 2, 30 watt Pearce-Simpson, depth sounder, double planked, teak cockpit, fiberglass decks, etc. Asking \$11,000.



42' 1957 WHEELER. Twin 225 hp Chryslers. Completely rigged for fishing. Sleeps 6, complete dual Morse controls, teak cockpit. Captain maintained deluxe sport-fisherman in perfect condition. \$10,000 under new cost.



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Florida yacht sales inc.

1959 FLORIDA SUNSHINE CHARTER FLEET



ALICIA—85' Wells-designed cruiser. Twin GM 6-110 Diesels, one single, three double staterooms, spacious after deck. Radar, RCA 150 watt ship-to-shore, hot water heating, air-conditioned throughout. Ultimate in luxury, comfort and ability.



SUNSET—104' Mathis "Queen of the House Yacht Fleet". Twin Diesels, 3 double, one single staterooms, each with private bath, RCA ship-to-shore, interior heat. Luxurious appointments, spacious after deck. \$9,000 month, \$5,000 2 weeks, \$3,000 week, 6 in crew.



GOLDEN SCIMITAR—122' Twin Screw Diesel Yacht. 4 single, 2 double staterooms, 4 toilets, 2 baths. Complete electronic equipment, ocean-going ability. Central heat, individual air-conditioning units for staterooms and salons. In South Florida.



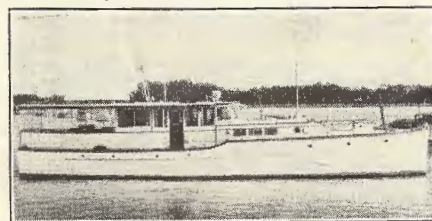
MONIE MAL II—53' 1957 Wheeler Flush Deck Yacht. Twin Turbocharged GM 6-71 Diesels. Sleeps 8, two double staterooms, stainless steel galley, 165 watt Ray Jefferson ship-to-shore, TV, equipped for fishing. \$1,000 per week with captain.



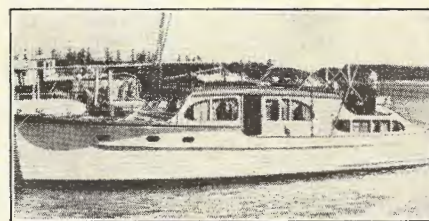
WHIMPY III—43' 1957 Richardson. Twin GM 6-71 Inclined Diesels. Sleeps 4 in 2 double staterooms, full-size shower and head. Convertible berth in dinette. Electric galley, large sun deck. Start charter from East or West Coast of Florida. \$100 per day, \$600 per week with captain.



BLITHE SPIRIT—66' Annapolis Flush Deck Cruiser. Twin GM Diesels. Three double staterooms, 2 toilets, 2 showers. New equipment, redecorated. Large aft deck, captain & steward included—both highly recommended. \$5,400 per month; \$2,900 2 weeks.



DOLPHIN II—63' Bridge Deck Cruiser. Twin GM Diesels; sleeps 7, two toilets, shower. Sport-fishing and skin-diving equipment. Perfect condition. Available for charter from Nassau with 3 in crew, \$1,000 per week; \$4,000 per month.



LADY LUCK—48' Fly-Bridge Double Cabin Chris-Craft. Twin Diesel powered. Sleeps 7, plus crew; two toilets, shower. Outriggers, complete fishing tackle. Charters all year from Nassau, seaworthy and economical. Low rate of \$525 per week with 2 crew.



HOOT MON—The famous 40' yawl. Sleeps 6, large sail inventory. 1958 Universal gas engine. The finest, fast, easily handled small racing-cruising yawl available for charter. \$500 per week with captain.



PATRICIA ANNE—55' 1958 Chris-Craft Constellation. Twin GM turbo-charged diesels, 300 hp each. Sleeps 10, 120 watt Apelco ship-to-shore, interior heat. Charters from Palm Beach, \$1,000 per week, 2 in crew.



BIG PEBBLE—110' Mathis Cruising Houseboat. Twin GM Diesels, Sleeps 8, 4 double staterooms each with private bath & toilet. Hot water heat, completely equipped and well maintained by a crew of 8.

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I am interested in chartering the yacht _____
for period from _____ to _____
My party will consist of _____ persons. Anticipated cruising area
is _____. Please send complete
specifications on this and similar yachts.

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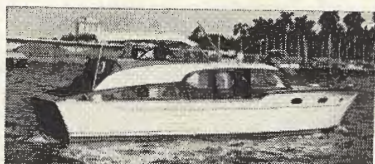
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YACHT SALES

SALES ★ CHARTERS ★ MANAGEMENT

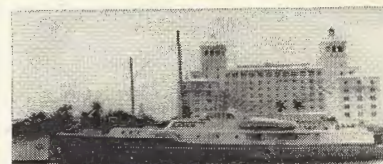
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#3113—42' 1955 Chris-Craft Double Cabin Fly Bridge 1958 Chrysler V-8 275 hp engines, 26 knots, 3 K.W. generator, teak decks, acc. for 8, dinette, shower, 85 W radio, automatic pilot, deluxe equipment. Luxurious. \$30,000.



#2696 53' 1954 Trumpy Deluxe Yacht G.M. 6-71 diesels 18 mph, diesel generator, teak decks, new airconditioning, 2 dbl staterooms, 2 baths, Speery automatic pilot, new carpet, Luxurious. Sale or charter.



#2605—118' 1948 Defoe Off Shore Cruiser 4-G.M. 6-71 diesels, large diesel generator, 4 dbl staterooms, 4 baths, complete electronic gear, attractive appointments. Fabulous.



#2062—85' 1951 Stephens Deluxe Off Shore Cruiser. 2-G.M. 6-71 diesels, rebilt 1957, teak decks, large diesel generator, 3 dbl staterooms, 2 baths, Radar, auto-pilot, Waywolf heating, Long range, able. Luxurious in every respect. Sale or charter.



#2990—65' 1958 Burger Flush Deck Cruiser twin G.M. Turbo diesels, Diesel generator, 2 dbl staterooms, 2 baths, plus bath for crew. Automatic pilot, 10' beetle boat, direction finder. Elec-refrig heat. Brand new. Luxurious. CHARTER ONLY.

GASOLINE POWERED

- #3121—28' 1957 Chris-Craft Constellation twin 105s, sleep 4, good equipment. Like new. Have 2.
- #1686—35' 1953 Chris-Craft Commander, Rybovich Fly Bridge twin 145s, Six sleeper, fish chairs, 35 W Radio, other extras. Asking \$13,500.
- #3004—35' 1957 Model Owens Bridge Sedan twin 136 engines, shower, elec-refrig, 100 W radio, many extras. Well maintained. Asking \$13,500.
- #2808—35' 1955 Custom Fly Bridge Fisherman by Karl Tank, twin 250 hp Chrysler V-8-engines, teak & fiberglass decks, 32 mph. Sleep 5, auto-pilot, live well, fighting chair, gin pole. Owner has larger boat.
- #3104—36' 1956 Rybovich Fly Bridge Fisherman Twin Chrysler V-8 200 hp engines, fiberglassed inside and out, 150 W-radio, automatic pilot, fish chairs, live well, Deluxe.
- #2934—36' 1951 Custom Fly Bridge Fisherman 2—Cadillac 250 hp engines, teak decks, dual controls, good equipment. Asking \$21,500.
- #3093—37' 1953 Norseman Fly Bridge Fisherman 3 Chrysler Crowns, teak cockpit, four fish chairs, fighting chair, 85W radio, pulpit, Try \$12,000.
- #2825—37' 1952 Colonial Fly Bridge Sedan twin 105s, sleep 6, bow rail, dual controls, very well equipped. Clean. Reduced to asking \$10,000.
- #2903—38' 1957 Chris-Craft Constellation twin 200s, teak decks, sleep 4, 150 W. Radio, good equipment. Asking \$20,000.
- #1918—38' 1954 Wheeler Sedan, Fly Bridge Cruiser twin Chrysler V-8s, teak decks, 3 KW generator, automatic pilot, dual controls.
- #2994—40' 1956 Chris-Craft Skiff Twin 200s, Lapstrake, sleep 6, dinette, galley, Like new. Asking \$18,500.
- #2812—40' 1950 Matthews Fly Bridge Sedan Plan A. 1954 V-8s, shower, 2 heads, fish chairs, Well maintained.
- #2198—41' 1952 Matthews Double Cabin Fly Bridge, 165 Chrysler Specials, 3 KW generator, shower, elec-refrig, auto-pilot, 75W-radio, Dinghy & motor. Priced to sell.
- #2968—42' 1955 Chris-Craft Commander twin V-8 225s, teak decks, Onan generator, shower, elec-head, good equipment. Clean.
- #2772—42' 1956 Matthews Double Cabin Fly Bridge Cruiser twin V-8 225s, 3 K.W. Generator, shower, 2 heads, dual controls, Walk-around decks, Like new. Asking \$34,000.
- #2376—42' 1956 Chris-Craft Corsair twin V-8 200s, teak decks, shower, sleep 6, plus crew, large inventory. Professionally maintained. Asking \$29,500.
- #2915—42' 1956 Deluxe Norseman Fly Bridge Sport Fisherman twin Chrysler V-8s, teak decks, fish chairs, live well, good inventory. Yacht condition. Asking \$32,500.
- #2078—50' 1946 Dawn Fly Bridge Cruiser twin 250 hp engines, 22 mph, 2 dbl staterooms, shower, 2 heads, electric refrig, Very well equipped.

SAIL & MOTOR SAILER

- #1636—77' 1947 Rhodes-Burger Auxiliary Ketch "Steel" teak decks, G.M. 6-71 diesel, luxurious accommodations, deluxe inventory. Reduced to \$110,000.
- #2791—77' 1947 Rhodes Burger Center Board Ketch, G.M. 6-71 diesel, teak decks, 3 staterooms, shower, diesel generator, Attractive appointments. Asking \$75,000.

This is only a few of the vessels for charter in Florida. We have motor sailers, houseboats, and yachts, all sizes. SOUTHERN REPRESENTATIVES FOR WILLIS CRAFT 40' Fisherman and Sedans. Write or phone for full information.

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DIESEL POWERED

- #2921—42' 1955 Chris-Craft Double Cabin Fly Bridge twin Hercules Turbo diesels 160 hp ea. 3 K.W. diesel generator, all teak decks, auto pilot, 100 W radio, airconditioned, Every conceivable extra. Reduced to \$25,000.
- #2609—46' 1947 Huckins Double Cabin Fly Bridge 2-G.M. 6-71 diesels rebilt 1957, shower, 2 staterooms, One owner boat. Asking \$44,000.
- #3077—46' 1956 Model Chris-Craft Constellation 2 G.M. 4-71 diesels, teak decks, 3 kw diesel generator acc. for 8, shower, 2 heads, auto-pilot, custom interior.
- #2925—50' 1955 Feadship Flush Deck Cruiser G.M. 6-71 diesels 10 KW diesel generator, teak decks, shower, 2 heads, plus crew quarters, air conditioning. Make offer.
- #2961—53' 1949 Burger Flush Deck Cruiser Twin G.M. 4-71 diesels, teak decks, diesel generator, auto-pilot, Shower, 3 staterooms, Well maintained. Asking \$57,000.
- #2360—53' 1956 Chris-Craft Conqueror G.M. 235 hp each teak decks, diesel generator, acc. for 8, shower, 2 elec-heads, plus crew quarters with shower, equipped for fishing.
- #3043—54' 1956 Chris-Craft Constellation Hard Top. G.M. 6-71 diesels, teak decks, diesel generator, auto-pilot, airconditioning, fluid heat. Asking \$55,000. Sale or charter.
- #3072—55' 1957 Chris-Craft Constellation G.M. Super charged 300 HP diesels, teak decks, diesel generator. Deluxe accommodations. Yacht condition.
- #2375—55' 1946 Trumpy House Boat twin Buda diesels 110 hp ea. 3 KW generator, 2 staterooms 2 baths, excellent for cruising and living aboard.
- #1577—60' 1955 Burger Cruiser, Flush Deck G.M. 6-71 diesels 7½ KW diesel generator, acc. for 6 with shower, plus crew quarters with shower, good inventory.
- #1359—61' 1937 Mathis Houseboat 1951 G.M. 6-71 diesels, 12 mph, 3 staterooms, 2 baths, Galley on deck, 10 KW diesel generator, 3 new jet toilets, Luxurious decor.
- #2940—65' 1957 Deluxe Feadship Cruiser twin G.M. 6-71 diesels, teak and fiberglass decks, diesel generator, deluxe galley, fabulous furnishings and decorations. Sale or charter.
- #2813—82' 1947 Luders Cruiser twin G.M. 400 HP diesels, 3 dbl, staterooms, 2 baths. This is an exceptionally fine cruiser with good equipment and well maintained. Sale or charter.
- #1737—148' "Steel" Mathis Ocean Going Cruiser with teak decks, 30 KW diesel generator, 6 staterooms, 5 baths, 16 mph, 350 W-Radio, large crew quarters. Now offered at sacrifice price.

CHARTERS

- This is just a sample of what is available for charter in Florida. Deluxe accommodations.
- #2644—107' Defoe Ocean Cruiser, Diesels.
- #1445—98' Mathis Houseboat, Diesels.
- #2770—Ketch Rig Motor Sailer, Diesels.
- #2942—60' 1958 Alden-Adams Cruiser, Diesels
- 60' Trumpy Houseboats, Diesels.
- #2695—55' 1957 Constellation Turbo Diesels.
- #2688—47' 1957 Alden Adams Sport Cruiser Deluxe.
- #2684—48' 1952 Correct Craft Twin V-8 275s.

William G. Hobbs

YACHT SALES

SALES ★ CHARTERS ★ MANAGEMENT

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#2198—41' 1952 Matthews Double Cabin Fly Bridge Chrysler Specials 165 hp each, 3 KW generator, elec-refrig, shower, extensive inventory.

#2670—42' 1948 Baltzer Fly Bridge Fisherman twin 4-71 diesels. Fully equipped for any type fishing.

#2877—43' 1954 Hubert Johnson Deluxe Fisherman twin 250 hp Cadillac engines, teak decks, automatic Pilot, live well, pulpit, refrigeration, deluxe equipment.

#2871—45' Wheeler Fly Bridge Cruiser G.M. 6-71 diesels, 3 KW generator, teak cockpit, acc. for 7, shower, elec refrig, equipped for fishing. Excellent.

#2025—52' 1953 Chris-Craft Conqueror Triple 200 hp engines new 1957, teak decks, good equipment. Clean.

We wish to extend to our clients and friends best wishes of the Holiday season. We are always happy to welcome old friends and greet new ones. Why not drop in for a chat when in the Palm Beach area.

BILL HOBBS — EDITH HOBBS
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#2032—52' 1936 Dawn F.B. Cruiser rebt 1953. New G.M. 6-71 diesels 1953, shower, 2 elec-heads, Good condition. Try \$22,000.

#2556—52' 1953 Chris-Craft Conqueror Triple Screw, teak decks, good accommodations. Extensive inventory. Asking \$35,000.

#1498—57' Mathis Cruising houseboat. Three staterooms, shower, elec-refrig, Excellent for cruising and living aboard. Try \$17,500.

#3030—65' 1950 Shrimper Converted Yacht One Caterpillar Diesel 150 hp, diesel generator, Navy deck O tex decks, Galley on deck, shower, plus shower for crew, automatic pilot. Radar.

#1627—92' Mathis Cruising House Boat. Twin G.M. 6-71 diesel new 1946 rebt 1955. 5 staterooms, 3 baths, plus crew accommodations. Diesel generator, refrigerator & deep freeze. Truly a home afloat.



#2462—77' 1953 Ketch Rig Motor Sailer—Rhodes design—built by Abeking & Rasmussen. G.M. 6-110 diesel engine, "steel" teak decks, & joiner work. Long list of deluxe equipment. Luxurious appointments. One of the finest Motor Sailer's in the world, built for a most meticulous yachtsman. Fabulous. Contact this office.



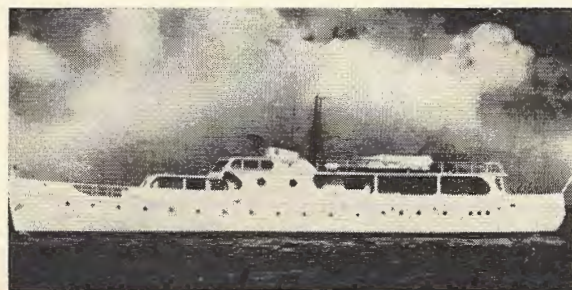
#2770—89' 1956 Rhodes Design Ketch Rig Motor Sailer blt by Abeking & Rasmussen twin G.M. 6-71 diesels, "steel" teak decks, diesel generator, complete electronic gear, airconditioning & heat. Luxurious accommodations, beautiful appointments, Fabulous. Sale or charter.



#2716—60' 1947 Trumpy House Boat twin G.M. 6-71 diesels, diesel generator, 3 dbl staterooms, 2 baths, plus crew quarters with bath, elec-refrigeration. Galley on deck, automatic pilot, airconditioning, good equipment. Luxurious throughout. Immaculate.



#3097—118' 1947 Defoe Cruisemaster Ocean Going 4 G.M. Diesels, 15 knots, "steel" teak decks, 4 staterooms, 4 baths, Way Wolf heat, large crew quarters, complete electronic gear including Radar, diesel generators, Recent complete overhaul.



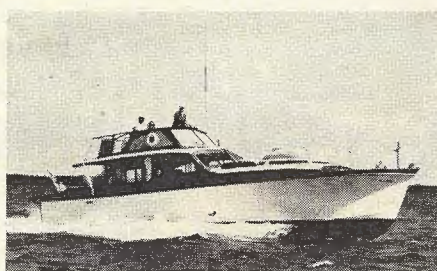
#2200—110' Lawley Off Shore Cruiser of "Wrought Iron" Completely Rebuilt 1956, new G.M. 6-71 diesels. New teak decks. 17 mph, 4 dbl staterooms, 4 baths, Hot water heat throughout, complete bar on deck, crew quarters for 3 plus Captain's cabin, complete electronic gear including Radar. Bridge & living salon remodeled 1958 making separate dining salon. New furnishings. Excellent for large corporation.

ANNAPOLIS YACHT SALES, INC.

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ALDEN SCHOONER 1927. We consider this a very unusual opportunity at an asking price of \$10,000 & we recommend your inspection.



47' FB ELCO. Dual Controls TS Chryslers '56. Outstanding. Owner has purchased larger boat. Try offer.



40'8" VITESSE FIBERGLASS YAWL. Keel & CB. This Trippe design is really fast. Reduced well below cost. A real buy.

SAIL

- 65' ALDEN DIESEL YAWL 1951. Top const. We believe this is a chance for a real buy.
- 56' HAND SCHOONER. Dbl. planked mahogany. Always well maintained. Asking \$18,500.
- 50' MOWER SCHOONER 1933. Keel & CB. Finest construction. Teak decks cabin & trim.
- 49' S & S YAWL 1947. Built to highest specs by Knutson. Owner has new boat.
- 46' ALDEN CUTTER 1936. Bronze fastened. Lead keel. Dacron main. Owner anxious.
- 44' FISHER'S ISLAND SLOOP. Herreshoff 1946. Beautifully equipped & maintained.
- 43' ATKIN KETCH 1940. Gray 1956. Dacron & Orlon sails. A rugged, handsome boat.
- 42' ALDEN OFFSOUNDINGS CUTTER 1939. Fine boat. Try offer well below asking of \$13,000.
- 40' OWENS YAWL 1949. We believe she is the best of those built by Owens. Perfect cond.
- 40' WARNER CUTTER 1942. Lead keel. Teak deck. Everdur fastened. Very smart & able.
- 40' CONCORDIA YAWL 1951. These boats are so popular that they are hard to find. \$19,000.
- 37' CASEY YAWL 1946. Buda diesel 1956. New rig by Aage Nielsen. Asking \$14,000.
- 36' HINCKLEY "CUSTOM 36" YAWL 1953. Loaded with equipment. Nice shape. \$18,000.
- 36' ALDEN CUTTER 1935. Keel & CB. Top construction by Morton Johnson. Good equipment.
- 35' ALDEN SLOOP 1946. Built to top specifications. Good racing record. Ask \$14,750.

- 35' SCHUMAN YAWL 1939. The famous "Single Header" design. Universal 1956. Try \$9,000.
- 33' S & S PILOT CLASS SLOOP 1949. Outstanding boat with the best of care.
- 30' TAHITI KETCHES. We have four listed. One in particular looks like a bargain.

MOTOR SAILERS

- 46' HAND KETCH. Hercules diesel. Heavily built. Able. Very roomy. \$21,500.
- 42' ALDEN KETCH 1936. Chrysler 1956. One of Alden's most successful designs. \$18,500.
- 41' S & S CRUISAILER KETCH 1938. Beautifully built. A real opportunity.

POWER

- 95' CONSOLIDATED. 2 GM's 275 HP ea. 1951. Yacht has had meticulous care. Fine shape.
- 83' DIESEL WHEELER-BUILT CONVERSION. Elaborate & fine conversion regardless of cost.
- 70' MATHIS HOUSEBOAT. 2 GM's 1951. Roomy & luxurious. Try offer.
- 61' YACHT BY WHEELER. 1956. Magnificent boat, flush decks. All finest equipment.
- 57' ELCOS. Three of these popular liveable models. From \$20,000 up.
- 50'-55' CHRIS-CRAFT YACHTS. Both gas & diesel power. From \$21,500 up.

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64' DIESEL YACHT. Twin 6-71's. 3 Master Staterooms and crew quarters. 3 Showers and 3 toilets. Every convenience for cruising and living aboard. An older boat in exceptional condition at a salable price.

63' DIESEL CONVERSION. Twin 6-71's. 3 Staterooms, 2 Electric toilets and Shower. Crew quarters and toilet. Full size galley, ovens, broilers and grills. Elec. Refrigeration and deep freeze. An exceptional conversion in Yacht condition realistically priced.

52' DIESEL DOUBLE CABIN CRUISER. Walk around decks. Accommodation for 8. In excellent condition. Powered with GM 6-71's. Will serve either as a cruising yacht or a boat to live on. Attractively priced.

46' D.C.F.B. CHRIS-CRAFT. Twin Diesels. Standard Chris-Craft layout. This boat is in exceptional condition and is priced below market.

44' FLY BRIDGE SPORT FISHERMAN, BUILT BY BURGER. Two 165 HP Chryslers. Accommodations for 6. Equipped for Sport Fishing. Ship to Shore. Auto Pilot. Hydraulic controls. Teak decks. Dinghy. Boat surveyed in 1958. Priced to sell.

40 Ft. CHRIS-CRAFT SEA SKIFF. Twin 200's. Sleeps 6. Just completely refinished. Captain maintained. Attractively priced.

36' DCFB DUTCH BUILT STEEL CRUISER. Powered with Twin Gray

150 HP's. Teak Decks. Sleeps 6. Two full Heads. Generous locker space. Carries Dinghy on Stern. Ship to Shore. Stainless Steel Galley.

35' CHRIS-CRAFT TS CONSTELLATION. Well equipped. Teak Decks. An unusual buy at \$14,000.

35' CHRIS-CRAFT COMMANDER for Sport Fishing. Rybovich Fly Bridge and Controls. Outriggers. SS. Powered with two 145's. An extremely handsome boat in Yacht condition.

34 Ft. MAINE BUILT SEDAN CRUISER. This is an unusually fine sea boat. Auto Pilot and many extras. Priced right for immediate sale.

32 Ft. 1957 AUXILIARY YAWL. Sleeps 4. Galley, toilet. Stainless Steel Standing Rigging. Dacron Running Rigging. Cruising and racing sails. Fine racing record. Available for immediate delivery.

30' CHRIS-CRAFT EXPRESS. Twin 145's. Very well equipped. Just refinished and in covered storage. \$7,900. for quick sale.

30' TWIN SCREW EGG HARBOR. Ship to shore. Depth Indicator. Pulpit rail. Twin Chrysler Crowns. Sleeps 4. In Yacht condition.

26 Ft. SLOOP. Sleeps 4. Head and Galley. Full headroom. Ideal for cruising or living aboard. 45 HP Gray Auxiliary. Priced right for quick sale.

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Sparkman & Stephens WEEKENDER. Unusually well kept with extensive inventory. Sleeps six with galley forward. About \$14,000.

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40' Twin Tornycraft diesel Motor Cruiser. Built 1950. Excellent sea boat for coastal or off shore cruising. Offered at \$25,000.

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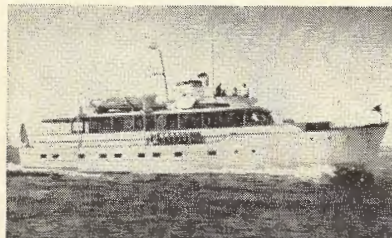
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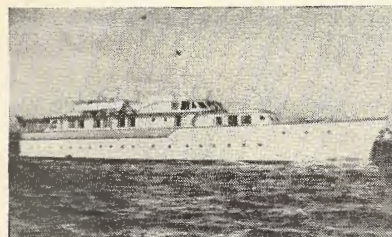
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GASOLINE POWERED

#1201 1951—26' Norseman Sport Fisherman. 1-160 H.P. Chrysler. Sleeps 2. Enclosed head, hard top canopy, clean, sharp, fast, fully found.....\$4900.00

#1202 1956—27' Chris-Craft Express. 2-105 H.P. Motors, sleeps 4, ship to shore, 30 Watt, Bow, Rail, Lovett Pump, Navy top and curtains.....\$7500.00

#1203 1948—30' Chris-Craft, Express. 2-145 H.P. Motors, new block assemblies 1955. 70 Watt A. D. Radio. Fishing equipment. Lots of extras. Beautifully maintained recently refurnished completely.....\$6000.00

#1204 1954 BBG Sport Fisherman. Teak house, decks, cockpit. 2-225 H.P. Chrysler Imperial's installed new 1957. Fish chairs, live well, fish box, outriggers, flying bridge, dual controls, fast, beautiful, top flight condition.\$27,500.00

#1205 1955 Norseman Custom Sport Fisherman. 2-200 H.P. Chrysler V-8 Imperial's. Well maintained, well equipped, very fast for offshore fishing or day cruising.\$16,500.00

#1206 1953—36' Chris-Craft Commander. 2-145 H.P. Motors. 2 to 1 RD all teak decks, hard top canopy, sleeps 4, fully equipped for fishing and cruising, new strip blocks 1957 expertly maintained.....\$12,500.00

#1207 1955—38' Wheeler Sedan Sport Fisherman. 2-200 Chrysler Imperial's Flying Bridge dual controls, air conditioned, electric refrigeration. Fully equipped for outer island cruising and fishing, top flight condition.\$29,500.00

#1208 1949—49' Consolidated Cruising Fisherman. 2-200 Chrysler Imperial's new in 1955. Nothing finer in Florida. Large cockpit, sleeps 4, permanent canvas canopy.

#1209 1950—40' Matthews Flying Bridge Sedan. 2-215 H.P. Interceptors, electric refrigeration, SS Radio 65 Watt. Shower, hot and cold water, fish chairs, fish box. Excellent condition.

#1210 1955—41' Matthews Flying Bridge. 2-225 H. P. Chrysler Imperial's. Loaded with extras. Beautifully maintained. One careful nationally known owner.

#1211 1949—42' Hacker designed. Custom built sport fisherman. 2-200 Chrysler Imperial's. Installed new 1956. Fly Bridge, well maintained. Excellent sea boat. Fully equipped for fishing.

#1215 1954—43'6" Hubert Johnson Sport Fisherman. 2-250 Cadillac, dinghy, chairs, live well, fish box, auto pilot, electric refrigeration, Onan Generator, new motors 1957, in Florida and in commission.

#1216 1940—52' Dawn Offshore Cruiser. 2-250 Hall Scotts, rebuilt 1956. 2 Doubles, sleeps 7 with crew, well maintained, fully equipped. Located Miami, in commission.

#1217 1928—65' House Cruiser, Chrysler Royals rebuilt 1957. Air conditioned, 2 doubles, 1 single, comfortable to live on year round.

DIESEL POWERED

#804 1956—38' Norseman Sport Fisherman. 2-451 G. M. Diesels, Flying Bridge, Dual Controls, cruising speed 12 knots. Fully equipped for fishing. Complete navigation gear.

#805 1942—48' Matthews Fly Bridge Sport Fisherman. 2-671 G. M. Diesels, fish chairs, outriggers, electric refrigeration. Large, comfortable for offshore cruising and sport fishing.

#806 1957—50' Wheeler Sport Fisherman. 2 G. M. Turbo's. A superdeluxe big game fishing yacht, expertly equipped for any waters. Sleeps 6 with crew. In commission, located Miami.

#807 1948—52' Dawn Cruiser. 2-671 G.M. Diesels. Fully found. Captain and ship yard maintained, in commission and ready for new owner. Realistic price.

#808 1951—54' Chris-Craft Motor yacht. 2-671 G.M. Diesels, diesel generator, sleeps 6 in owners quarters. Large sun deck, fully found in water, substantially good in all departments. Reasonably priced.

#809 1948—55' Trumpy House Boat. 2 Buda diesels. Full complement of equipment for living aboard and cruising. 2 doubles, large salon and aft deck. Recently reduced in price.

#810 1950—58' Burger. 2-671 G.M. diesels, 3 doubles, A-1 yachting condition. Heated and air conditioned throughout. Located Miami area, in commission and ready for cruising.

#811 1955—60' Burger Sparkman. Stephens design. 2-671 G.M. Diesels. Fully found, 2 doubles, well maintained. Tastefully furnished, extremely comfortable.

#812 1956—61' Wheeler Promenade deck with cockpit. 2-6110 G.M. Diesels. Beautifully appointed and equipped, a quality yacht by any standard.

#814 1957—65' Feadship. 2-671 G.M. Diesels. Custom built to highest specifications. Furnished and equipped for yachting family of long standing, immediately available in Miami.

#816 1956—Nevins cruising yacht. 2-200 NAGM diesels. Fabulous electronic and navigational equipment. Words inadequate to describe decor, accommodations or inventory. One owner, par-excellent condition, in commission, Florida.

#818 1922—98' Steel hull diesel Cruiser, completely rebuilt 1957-58. New plates, new framing, re-wired re-powered, re-furnished. Every conceivable safety and navigation device on board for cruising and gracious living afloat.

#819 1924—120' Lawley Yacht. 2-6-110 G.M. Diesels. Fully found for extensive cruising. Deck Galley. Large Salon, 4 doubles, large crew quarters. Large aft deck, in commission.

#820 1929—170' Steel Hull Ocean yacht. 2-500 HA Diesels, wide cruising range, 9 staterooms, ample crew quarters. Realistic price or offer.

SAIL and MOTOR SAILERS

#84 A 1936 60' Tiffany Motor Sailer 2-170 G M Diesels

#85 A 1953 65' Rhodes Motor Sailer 1-671 G M Diesel

#86 A 1947 77' Rhodes Ketch Aux 1-671 Diesel

#87 A 1947 82' Nevins Motor Sailer 2-671 Diesels

#88 A 1930 84' Alden Schooner 1-115 Superior

#89 A 1920 109' Herreshoff Schooner 1 Gray Diesel

90 A 1938 47' Reid Motor Sailer 2-471 Diesels

FOR CHARTER

#10 B 26' Auxiliary Sloop Sleeps 4 Bare Boat Charter

#11 B 42' Chris-Craft Constellation

#12 B 43' Big Game Sport Fisherman

#13 A 46' Huckins Sport Fisherman

#14 A 46' Chris-Craft Cruiser and Fisherman

#15 A 50' Wheeler Super De Luxe Fisherman

#16 B 52' Wheeler Promenade Deck Offshore Cruiser

#17 B 52' Consolidated Outer Island Fishing Cruiser

#18 B 60' Quincy Adams Cruising Yacht (Exceptional)

#90 B 80' Trumpy House Boat type Yacht Offshore

#20 B 112' Diesel Ocean Yacht Sleeps 16 Guests

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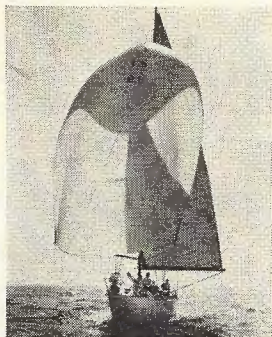
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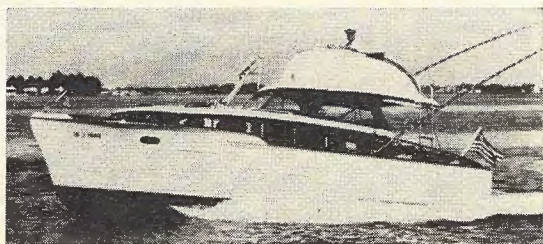
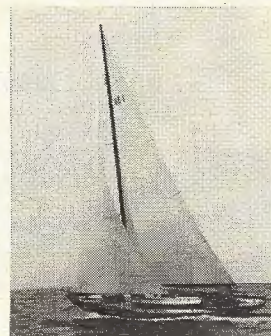
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#1032—For sale—One of the famous Kettenburg Pacific Coast Class Sloops, 47' x 32' x 9'6" x 6'. Yacht in immaculate condition with very complete sail inventory. Sleeping accommodation for a total of five. Completely equipped. Located New York area.

#1034—For sale—Auxiliary Keel Sloop, 43'2" x 30'5" x 10'3" x 6'4", designed by Geiger and built by Palmer Scott in 1937. A very attractive, well kept boat. Accommodates four/five. Located Connecticut.



#1605—For sale—35' 1953 Chris-Craft Commander, Rybovich Flying Bridge. Two Chris-Craft engines of 145 HP each. Double stateroom forward, dinette converts into double bed, upper and lower opposite dinette. Completely equipped for cruising or fishing. Located Florida.

#1205—For Sale—Auxiliary Ketch, 35' x 25' x 9'6" x 5'3" designed by Alden and built by Davies, 1947. A comfortable cruising boat for four. Deck and brightwork of teak. Excellent sails. Located New York area.



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28'9" 1947 Oxford "400." 35' 1947 "Eastern Inter Club."
35' 1938 "Week-Enders," probably best in class, interesting!
37'8" 1955 British built auxiliary sloop, \$18,000.
41'8" 1938 "Off Soundings" sloop by Alden-Casey.
40'2" 1948 Warner-Luke cutter, sleeps 5, roller reefing.
43'2" 1937 Geiger-Palmer Scott auxiliary sloop.
39'10" 1953 Concordia yawl, Dacron, good C.C.A. rating.
36'9" 1946 Casey yawl, sleeps 5, diesel, \$14,000.
47' 1925 Marconi ketch, built Germany, 1955 Lathrop, \$7000.
37'6" 1957 Stonington diesel motor-sailer, sloop, like new.

POWER

26' 1956 Chris-Craft sea skiff Navy top curtains, \$4150.
27' 1956 Ulrichsen sea skiff, hard top, extras, \$5800.
28' 1952 Correct Craft express, twin Crowns, N. top, \$7000.
30' 1957 Chris-Craft open skiff, shelter, twin 95s, \$7500.
30' 1955 Chris-Craft semi-enclosed skiff, twin 95s, \$7600.
32' 1950 Matthews sedan, Crown engine, immaculate, \$11,000.
34' 1957 Richardson express, twin Gray 150s, negotiate.
37' 1952 Colonial fly bridge, twin Crowns, Fla., \$10,000.
40' 1950 Matthews fly bridge sedan, 1958 engines, \$24,000.

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Inquire about our new double cabin 4 berth cruising sloop *FERIA*, 28' x 22'6" x 7'10" x 4'11", \$9,500 delivered N.Y.

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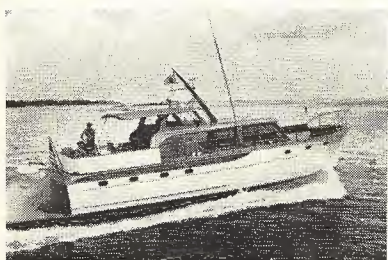
35' OWENS 1957 EXPRESS, twin 136's, sleeps 6, S/S, RDF, shower, low hours.



36' HUBERT JOHNSON 1946 SPORTFISHERMAN, dual controls, twin 1953 Chrysler 165's, re-wired and refinished 1958. Immaculate.



27' SHEPHERD 1955 EXPRESS CRUISER, twin Chrysler 200's, sleeps 2, S/S, RDF, auxiliary generator, very fast.



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- New Jersey **YACHT SALES** Corp., aware that an organization is only as good as the people comprising it, is justly proud of its competent yard crew and its courteous, experienced sales personnel.
- New Jersey **YACHT SALES** Corp. offers both buyer and seller true "One-Stop Service." This includes fine yard facilities as well as complete insurance counsel and unusually flexible bank financing, including our exclusive lease-purchase plan—frequently a source of tax advantage.

We present a brief sampling of boats currently for sale and on our premises. You will find it interesting, pleasant and — above all — profitable to visit our clean, well-run yard.

- 40' BEALE 1957 SPORTFISHERMAN, dual controls Chrysler 225.
- 30' EGG HARBOR 1956-57, twin Chrysler 125's.
- 32' COLONIAL 1956 EXPRESS, twin Chrysler 125's.
- 31' PENOBSCOT 1952 MOTOR SAILER, one Chris-Craft 95.
- 35' CHRIS-CRAFT 1952 HARDTOP COMMANDER, twin Chris-Craft 145's.
- 31' CHRIS-CRAFT 1952-53 SEDAN CRUISER, twin Chris-Craft 95's.
- 33' WHEELER 1937 SEDAN, well-equipped, one 1954 Chrysler 125.
- 36' SUTTON 1957 SPORTFISHERMAN, one 1957 Chrysler 145.
- 32' BAHR 1948-49 SPORTFISHERMAN, twin 1956 Gray 102's.
- 29' JOHNSON BROS. 1946 CRUISER, twin 1954 Chrysler 115's.
- 28' ULRICHSEN 1955-56 SPORT SKIFF, one Buick-Lehman 200.
- 26' CRUISALONG 1955 HARDTOP CRUISER, one Gray 135.

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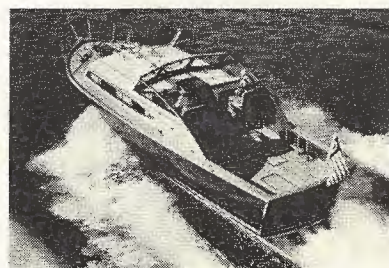
27½' MORTON JOHNSON 1953 SHELTER SKIFF, twin Chrysler 115's, sleeps 2, S/S, Kidde, outriggers, ideal sportfisherman.



42' WHEELER 1956 FLYBRIDGE SEDAN, dual controls, twin Chrysler 200's, equipment includes cabin heat, air conditioning. A beautiful cruiser-fisherman.



60' CHRIS-CRAFT 1958 RAISED-DECK EXPRESS, twin Chris-Craft 95's, a fast overnighter sleeping 2-4.



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28' 1957 HERRESHOFF Sloop, 22 hp Palmer, engine, interior & exterior hull fiberglassed. Dacron sails, stainless rigging. Sleeps 4, head.

31' 1957 SLOOP, Mairs-designed, 22 hp gas engine, radiophone, dinghy, etc. Sleeps 4-6, head, 6'6" headroom, dacron sails. Priced to sell.

32' 1949 SPT. FISHERMAN twin Gray 145's, large cockpit, ruggedly built. Original owner. Radiophone, fish box, fish chairs. Sleeps 2. Custom cruiser in top condition. \$8,500.

34' 1953 HUCKINS MENEMSHA twin 135 hp. Chryslers. Sleeps 5. Radiophone, equipped for fishing. Priced to sell.

35' 1954 CHRIS-CRAFT Sportsman, twin 145's, radiophone, air conditioned. Sleeps 2, elec. refrig. fully equipped, in top shape. Asking \$14,500.

36' 1948 ELCO FB Sedan, rebilt 1958, twin 115 hp Chryslers, radiophone, autopilot, sleeps 6. In excellent condition. Priced to sell.

38' 1955 WHEELER, SPT. FISHERMAN, twin 200 hp Chryslers, monel tanks, radiophone, auto pilot, depth recorder, fish chairs. Sleeps 6, shower. Fully equipped and in A-1 condition.

40' 1947 MATTHEWS FB Plan "B" twin 1955 Chrysler 200's fresh water cooled, dual controls, radio-

phone. Sleeps 6, fully equipped for fishing and cruising. \$16,000.

41' 1954 Custom DCFB, single GM-6-71. Sleeps 7, shower, 6'4" headroom. Economical & comfortable for cruising & living. Asking \$28,000.

42' 1956 MATTHEWS Martinique Express. Twin 200 hp Chryslers, 3 KW gen., elec. refrig. auto-pilot, fathometer. Large 19' teak cockpit. Speeds to 25 mph. In excellent condition.

55' 1957 CHRIS-CRAFT CONSTELLATION. Twin 300 hp GM Turbo Diesels, 3 KW Onan Gen. Hard top. Auto-pilot. Custom interior, teak decks, sleeps 8. New condition. Price \$62,500.00.

44' AUX SLOOP Sparkman-Stevens. Rebit 1953. Sleeps 4-6. Teak decks, s/s rigging, dacron sails, large inventory. Owner building larger boat.

50' 1952 CHRIS-CRAFT Catalina, Twin 160 hp engines, gen., auto-pilot, radiophone. Large inventory. Sleeps 10. Beautifully furnished. Priced to sell.

55' WHEELER, twin 6-71 GM's. Sleeps 6, shower. Elec. refrig auto-pilot, radiophone, teak decks, RDF, air-conditioned. Priced to sell.

60' WHEELER, twin 250 hp Cummins diesel, radiophone, radar, fathometer. Air-conditioned, sleeps 6, excellent condition. Realistically priced.

65' 1957 FEADSHIP, twin GM 6-71's, radar, radiophone, RDF, fathometer, large inventory. Sleeps 8 plus 3 crew, air-conditioned. Ideal for offshore cruising.

46' 1948 ANNAPOLIS, twin 1952 GM 4-71's. Sleeps 6. Radio phone. Large inventory. Ideal for So. Fla. & Bahama cruising. Realistically priced.

76' TRUMPY Cruising Houseboat, twin 175 hp diesels, rebilt '55. Sleeps 6 & 4 crew. Large inventory. Immediate delivery.

82' RHODES Motor Sailer, ketch rig. GM 6-71. Radiophone, RDF, dacron sails, stainless rigging, sleeps 7 plus crew. An outstanding quality yacht. Attractively priced.

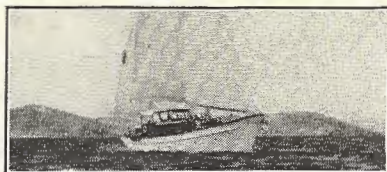
85' 1951 STEPHENS Long Range Cruiser. Four GM 6-71's. Dsl eng. Sleeps 6 plus 3 crew. Very large equipment inventory. Ideal for Caribbean cruising.

90' LAWLEY Diesel Yacht, 1957 twin 225 hp Cummins dsl eng. Two 10 KW dsl gens. 3 doubles. Heavily constructed. Ideal for Bahamas and Caribbean cruising. Asking \$50,000.

118' 1948 DEFOE Cruisemaster, four GM 6-71 dsls. Four staterooms, 4 baths. Luxuriously furnished. Large inventory. Immediate availability.

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53' T. S. DIESEL TRUMPY FLUSH DECK CRUISER, 1954. Two 216 HP GM diesel engines. Cruising speed 15 knots. Teak cockpit & after deck. Elec. refrig.; deep freeze. Raytheon depth finder; outriggers; air conditioning.



77' STEEL DIESEL KETCH MOTOR SAILER, 1953. Rhodes design. 275 HP GM diesel. Teak decks. Two double, one single staterooms. Two bathrooms; shower. Elec. refrig.; deep freeze; diesel gen.; Sperry magnetic compass pilot, etc.



36' HINCKLEY AUXILIARY YAWL, 1955. 25 HP Gray engine. Teak decks. Good sail inventory, some by Ratsay. Stainless rigging. Fiberglass dinghy. S/S; Raytheon RDF; compass. ASKING \$19,500.



42' T. S. FLY-BRIDGE WHEELER, 1951. Two 275 HP Chryslers July, 1958. Teak decks. Sleeps six. Shower. Elec. refrig. 65 watt Raytheon S/S; RDF 1957; White autopilot; Crowell hydraulic steering 1958.

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1—60' x 15' x 3'9". Built by Trumpy, designed by S & S. 2 GM 6/71 diesels. 3 baths, sleeps up to eight. Well equipped. Able.



2—36' x 11'10" x 3'10". Dickerson built, Mason designed motor saller. GM 4/51. Sleeps 4 two cabins, 2 toilets. Beautiful shape.



3—LEEK PACEMAKER, 33' x 10'7" x 2'6". Have two or these, one double, the other single screw. One in Maryland, the other Maine. Both A-1.

POWER

34' CHRIS-CRAFT, cream puff (ugh!). Sedan model, fast, sleeps 4, twin 95's, gas stove, carpets, phone, CO2 system. Lovely condition.

40' CHRIS-CRAFT, 1937 and solid, 2 Royals, 2 double cabins, shower. Hot water, Phone, CO2 system. Floating summer home. Very fair.

41' Double Cabin MATTHEWS. 2 Chrysler V8's. Flying bridge and dual controls. Onan, ship to shore, shower, ample other stuff. Anxious.

42' x 12' x 4'. Maine designed and built. Dual controls. 2 GM 4/51 diesels new 1957. Coal stove. Foam berths. Phone etc. Unusual.

42' C. C. CONSTELLATION. 1957. Pair Chris-Craft engines. 18 MPH. Sleeps 8. Shower. 2 toilets. CO2 system, etc. Estate sale.

46' HUCKINS, Neptune model. 2 GM 6/71's, 3 double rooms. Bath. 2 toilets. Built 1947. Complete equipment. Well decorated. Good boat.

47'9" ELCO SPORT FISHERMAN. 1938, pair 1955 GM 6/71 diesels. Sleeps 5. Special boat, very heavy and able. Sleeps 5, shower, 2 crew.

48'5" x 12'4" x 3'6" ELCO, built 1937. Pair Superior diesels. Hull in wonderful condition. Sleeps 5. 2 forward. Very good boat, reasonable.

49' x 12'3" x 3'3". ANNAPOLIS. Sleeps 5, shower. Arranged for owner operation. Dual controls. Loaded. Ideal for Bahamas or equal. Handsome.

50' x 14' x 4'. WHEELER. 2 recent Hercules diesels. 2 double rooms, 3 in deckhouse, shower. Air conditioned. Loaded. Extra fine shape. Anxious.

53' x 14' x 4'. TRUMPY. 2 GM 6/71's, cruise 15 knots (honest!) 1954, like new. Air conditioned, 2 double rooms. 1 fwd. Can fish. Magnificent.

55' x 15' x 4'6". TRUMPY FLUSH DECK. Halley on deck. 2 dbl. rooms. 2 GM 3/71 diesels. 2 fwd. All comforts, TV, deep freeze, etc., like new.

55' x 14' x 4'3". TRUMPY FLUSH DECK. 2 Buda diesels, 2 dbl. rooms, galley below. Wonderful condition and beautifully equipped. Reasonable.

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36' x 11'2" x 3'10", one Gray 100 Stonington. Steady-ing rig. Double room, 2 in cabin, 2 in doghouse. Ready to go, full equipment. In good shape.

36' x 10' x 4'6", twin Universals, cutter rig. Real sails. Sleeps 5 in 2 cabins. Able and comfortable. 6'6" headroom. Fine for tall man.

38' x 11' x 4'. DAUNTLESS. Lathrop engine, 40 hp. Heavy. Short rig. Sleeps 6. 2 toilets. An old, heavy, good looking boat. Reasonable.

40' x 12'6" x 4'. 1949 S & S. Teak deck. Sleeps 6. GM 4/71 diesel. Built for offshore, 1 1/2 plank. Wonderful boat. Now refinished.

SAIL

EASTERN INTERCLUBBY RHODES. 35' x 23' x 7'3" x 5'. Sleeps 4. Brennan Imp. Good sails. Phone. Winter cover, galley, etc. Very fast.

LION CLASS SLOOP, by Arthur Robb, built England, 38' x 26'5" x 9' x 6'. 6'5" headroom. Brennan engine. Sleeps 5. Racing sails. Excellent.

S & S sloop, KRETZER. 33'3" x 26' x 10' x 5'. Sleeps 4. Gray engine. Custom built at great cost. Teak sole. Stainless pulpit. All sails, etc.

RHODES BOUNTY SLOOP. Refinished 1958. 38'9" x 27'6" x 9'8" x 5'8". Four bunks. Masthead rig. 1957 motor. Daeron sails. Nice galley. Dinghy.

OWENS CUTTER. 1947. 40'6" x 27' x 10' x 6'. Gray engine. Sleeps 4. In good racing trim. 3 mains, 2 genoas, 2 spinnakers, etc. Well equipped.

GLASS SLOOP by Warner, Anchorage built 1953. Shows no wear at all. 32'10" x 29'4" x 10'4" x 4'. Sleeps 4. Shower. Chrysler Ace. Very good.

ALDEN CUTTER 1937. 43'7" x 30'10" x 10'3" x 6'1". 1957 Lathrop. Teak deck. 4 aft, 1 forward. Double planked. 1957 Daeron. Beautiful interior.

CHESAPEAKE BUGGY ready to convert. For a song you may have her. 36' x 32' x 14' x 2'4" board up. Good sails. Very husky and sails beautifully.

DEEP SEA CUTTER. 46'5" x 36' x 12' x 6'6". Built Tasmania. heavy. Petter diesel. Sleeps 5-7. Very able. Very comfortable. Very reasonable.

S & S GOLD PLATER. 55'9" x 40' x 12'5" x 7'9". Gray engine. Sleeps 7. About 15 sails. Won many prizes. Double planked. Beautiful condition.

RHODES KETCH. 77'2" x 55' x 19' x 6'6" (there are two of these steel yachts available). Diesel, of course, sleeps 9. Fast, able, comfortable.

RHODES KETCH. 77' x 65' x 18'8" x 5'9", steel, 110 GM diesel. 5 plus crew. Hull zinc coated. Teak woodwork. Perhaps the best of her type.

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78' Chance Marine (now Trumpy) 1938, 175 h.p. Lathrop gas engines. Double planked, copper riveted. 4 Double staterooms. Beautiful lounge, 20' x 12' canopy covered after deck. Fine condition. \$22,500.

54' Chris-Craft Constellation 1952. New 6-71 Diesels, 1957. 3 KW Diesel Generator. Sleeps 8. Complete equipment. Fine condition. \$45,000.

51' x 13' x 3'6" Cruiser. Crocker design. Maine built, 1926. Two 150 h.p. gas engines, copper fastened. 2 double staterooms. Complete equipment. Lots of room. Ideal for living aboard. Sound condition. MAKE OFFER.

48' Chris-Craft Super Sun Deck 1953. Twin 160 h.p. 2 double state-ooms. Shower. Teak decks. Cockpit with fishing chairs. \$22,500.

42' Matthews Convertible Sedan, 1954. Chrysler V-8's. Loaded with equipment.

42' Chris-Craft DCFB 1950. Chrysler V-8's 1956. Loaded with equipment. Beautifully maintained by A-1 Captain. \$19,900.

40' Chris-Craft Express, 1947. Rearranged, flying bridge, dual controls added 1958. Twin 160's. Airconditioned. Fully equipped for offshore fishing. \$18,000.

34' Huckins Express. Chrysler V-8's practically new. Top speed, superb performance. \$12,000.

30' Egg Harbor, 1957 Chrysler 125's. Like new. Many extras. Equipped for fishing. \$11,350.

27' Chris-Craft Express, 1956. Twin 105's. Just reconditioned. \$7950.

24' Farley built fisherman, 1956. Twin Chrysler 95's. 80 gal. fuel in monel tanks. Husky. Very little use. \$3900.

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38' Ranger Class Centerboard sloop completely reconditioned 1958. Fine sail inventory. Good racing record. \$16,000.

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NEW BEDFORD 35 SLOOP, excellent specifications, well maintained, real comfort for party of 5. 42 H.P. Gray motor, Dyer sailing dinghy. Price \$14,000. No. 908

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WARNER 35—beautiful yawl built 1936, excellent condition sleeps 6, Gray 80 H.P. engine, an excellent boat for the yachtsman wanting comfort and a fast cruising boat. No. 904

WARNER CUTTER 39'10" x 10'1" x 6' roller furling Jib well found and excellent condition sleeps 5, Gray 42 H.P. Motor, a quality boat at a fair price, fast and able. No. 483

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HUCKINS 34'6" x 11'1" this boat is one of the outstanding offers this year, beautifully maintained and many extras and offered at a low figure. No. 389

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This 48' Twin Diesel Rybovich Deluxe Cruiser is now being offered for charter. This vessel was built in 1956 to the highest specifications.

She is completely equipped for any type of sport fishing and is Captained by one of the best known fishing guides.

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The WHISTLING SWAN is powered by Twin G.M. 6-71 diesels engines and has a diesel generator.

Her very complete equipment includes Radar, Radio Telephone, automatic pilot, outriggers, fishing chairs, live bait well, 12' aluminum boat with outboard engine.

Crew quarters forward for two with shower, toilet and lavatory.

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- 40' 1949 Elco Sedan. Twin 1955 V-8 Chryslers. Sleeps 6, shower, electric toilet. S-S, RDF, interior heat, hot-cold pressure water. \$16,500.
- 42' 1957 Wheeler Fly-Bridge Sportfisherman. Twin V-8 Chrysler Imperials. Sleeps 6. 150 watt Ray Jefferson radio stainless steel galley. An exceptional fisherman in show-boat condition.
- 45' 1954 Chris-Craft Corsair with Super Sun Deck. Twin 1957 200 hp gas engines, 50 hours use. Chris-O-Matic controls. Fully equipped and in immaculate condition.
- 46' 1955 Chris-Craft Constellation (1956 model). Twin GM 4-71 inclined diesels. 3KW Onan generator, Pearce-Simpson radio, auto pilot, hot-cold pressure water system, etc. No expense spared.
- 49' 1925 Wells - designed, Lawley - built, fly - bridge cruiser, rebuilt 1956. Twin 100 hp diesel engines installed 1955. Chris-O-Matic controls. In new condition, \$25,000.
- 50' 1951 Chris-Craft Catalina. Three 145 hp Chris-Crafts. Sleeps 10. Radiotelephone, RDF, interior heating, recently refinished interior and exterior.
- 61' 1937 Mathis Cruising Houseboat. Twin 1951 GM 6-71's. Sleeps 7 plus crew; 3 double staterooms, 2 toilets, shower. In new boat condition.
- 53' 1934 Cutter-rigged motorsailer. GM 3-71 diesel auxiliary. 2 sets of sails. Sleeps 7. Yacht rebuilt in 1954, easy to maintain. Rugged, able ocean cruiser. \$22,000.
- 53' 1937 Ketch-rigged motorsailer. GM 4-71 diesel. 2 dbl. staterooms, berth in deckhouse, 2 heads, shower. Dacron sails, radio, heat, RDF. Attractive and comfortable motorsailer.

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500. This is one of the biggest and best small boat I have seen in years.

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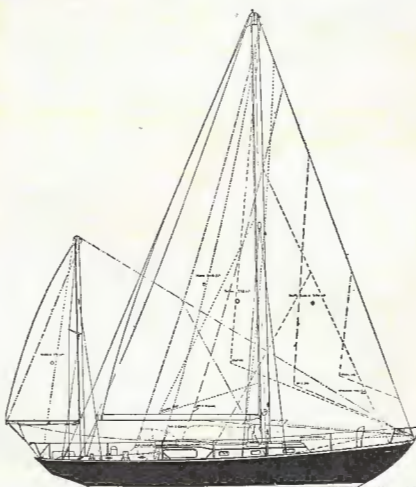
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NO. VAN 345 — 42' CASEY SCHOONER. A fine cruising boat that is priced right.

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NO. VAN 308 VITESSE YAWL. 40'8" x 27'6" x 11'8" x 3'11". Board Up. This particular cruising racing yawl delivered new this June already has an impressive racing record in the Great Lakes area. Built of maintenance free fiberglass with a beautiful mahogany paneled interior sleeping 6 she is offered with full racing sails and gear. Owner very pleased with performance of yawl but must sell. We are now also taking orders for a new series of Vitesse Yawls to be completed in Europe for spring, 1959 delivery. Send for specs, photos, and price list.

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NO. VAN 335—ZEELAND YAWL 37' x 28' x 10' x 5'4". This is it. 30 of these famous Dutch all-steel yawls sold in U.S.A. in 4 years prove her able design, superb qualities, sailing ability. One now available from meticulous owner who kept her in state of new. Sleeps 6, teak decks, stainless fittings and rigging, Gray engine, Bendix RDF, dinghy, numerous other extras. Full racing and cruising complement. This is your chance to own one now at \$10,000 below replacement cost. Specifications upon

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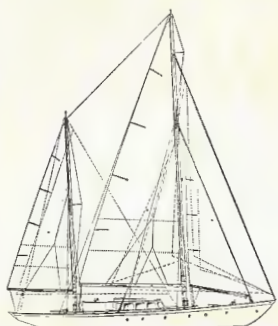
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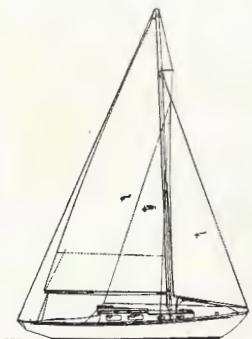
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43' ALDEN OFFSOUNDINGS CUTTER, one of several now available. This popular design can be had in a choice of 3 lay-outs, with prices ranging from \$13,000 for the above to \$19,200 for an expensively maintained yawl.



COASTWISE CRUISER, sistership to the one pictured above. This 36-foot Alden design has long ranked high in popularity as an all-around racing-cruising auxiliary. One of the best of the group is considerably underpriced at \$14,000 due to need for engine replacement.



32' MALABAR JR.—These Alden auxiliaries seldom appear on the market today due to their adaptability as 4-berth family boats. We now can offer one at \$6,750, complete with Dacron sails, 25 H.P. engine, and much equipment.



42' CASEY SCHOONER of able design with a functional interior for 5 and an easily handled rig. 65 H.P. Kermath, good sail inventory, Port-hole Pete stove, and full cruising gear. A family boat from stem to stern, we believe a \$9,500 investment will produce rewarding dividends of pleasure.



44' FISHER'S ISLAND SLOOP built only as Herreshoff knew how. Double planked, bronze fastened, teak decks, and complete in every respect. Sold thru N&J for her original owner 2 years ago, we hold a survey attesting to her splendid condition. \$16,000.



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45' DIESEL M.S. KETCH with an attractive lay-out for 8 in 3 cabins. Unusually good sailing characteristics with her 770 sq. ft. rig. Elec. refrig., elec. windlass, 1957 G.M. power, gas stove with oven, etc. For complete details contact N&J, past broker and present insurance agent. \$30,000.



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37' CASEY DIESEL YAWL built in 1946. Has berths for 5 with a ss galley aft, teak decks, a 1955 rig, and attentive ownership. Inventory includes: depth sounder, compass on pedestal, pulpit, and a recent Dacron sail inventory of 8 bags. Highly recommended at \$14,000.



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51' T.S. ANNAPOLIS with flybridge and sport fishing facilities. Accommodations include 2 double staterooms and a berth in the main cabin. Room for crew forward. Has elec. toilets, shower, heating system, TV, fathometer, and Chrysler power. Always captain maintained. \$30,000.



61' DIESEL MATHIS with all necessary appointments for comfortable living for a party of 8 in her 3 double staterooms and main saloon. Galley on deck level. Powered with twin GM 6-71 she cruises at from 11-13 knots. Beautifully maintained, and recommended at \$75,000.



52' T.S. DIESEL EXPRESS CRUISER built for a noted naval architect for his own use. Her aluminum hull is driven to a maximum of 35 miles with a cruising speed of 28. Designed as an executive commuter her accommodations are limited to 4 berths. Galley is forward. An unusual opportunity at \$59,500.



38' DAUNTLESS power cruiser with steady rig and accommodations for 6 in 2 cabins. This able and well built boat has been given attentive care by an experienced yachtsman. Has a 40 H.P. Lathrop, which while old, is still in good operating order. Asking \$10,000.



32' LOBSTERMAN SKIFF sold thru N&J to her present owner 2 years ago. She has genuine character, sea-kindly traits, and a history of top ownership. Her 120 H.P. Palmer has had only 1 season's use, and accommodations include 2 berths, galley, and head. As insurance agents we are qualified to recommend her without reservation. \$6,500.



37' T.S. BALTZER with custom features added by her original owner. Accommodations include berths for 4 in divided quarters and a double when dinette is converted. Has an 8' dinghy, sniffer, charger, 110-V inverter, elec. windlass, bow pulpit, etc. Excellent condition throughout. \$14,600 or offer.



40' T.S. SEA SKIFF built in 1956 by Chris-Craft and capable of 25 knots with 200 H.P. engines. Accommodations for 6 in 2 cabins. Her condition is comparable to new, and equipment includes: sound-proofing on overhead, depth sounder, etc. Asking \$19,500.

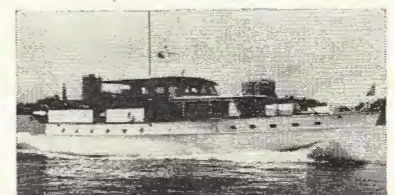


83' DIESEL YACHT of Eldredge-McInnis design, and converted at a cost exceeding \$250,000. Has 4 double staterooms, berths for 3 crew, and a large main saloon. Well decorated and furnished. Inventory includes: modern navigational aids, radiant heating, and all furnishings. \$90,000 by estate.



34' T.S. SEA SKIFF of excellent design and built to usual Ulrickson standards. Double cabin forward and 4 berths in main cabin. Has excellent ownership and a full inventory including fish chair, radio, etc. As past broker and present insurance agent N&J has survey on file. \$12,500.

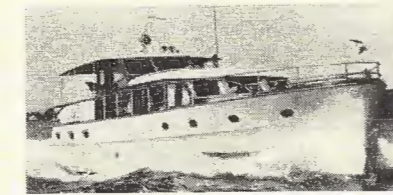
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64' STEEL yacht of recent vintage. A knowledgeable suggestion for a party of 6-8. Several toilet rooms and showers, and complete safety devices and electronics gear.



107' SEA-GOING YACHT of steel. Luxurious appointments include airconditioning in her 2 double and 2 single staterooms. Competent crew has been a successful team for many years.



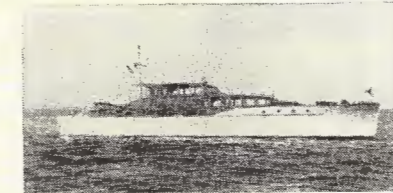
53' STEEL BURGER with 2 spacious double cabins and provisions for 4 additional guests. Impeccably maintained and furnished, including latest navigational devices.



53' DIESEL flybridge cruiser accommodating 6-8 in her 2 double staterooms and elsewhere. Has 2 showers and large entertaining area. Available with 2nd man if desired.



76' TRUMPY HOUSEBOAT with tastefully decorated interior. Appointments for her 3 double cabins include air and heat control. An experienced and courteous crew will make your trip more enjoyable.



82' DIESEL YACHT with A-I classification with respect to quality, ability, and her crack crew of 4. For a party of 6-8 she merits unqualified recommendation.

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McINNIS design 36' SPORT FISHERMAN. Sleeps 6. Dual controls. New 1958 Crusader 220 h.p. motors. Excel. equip. Asking \$17,000. Try offer. P-36-33



ALDEN 35' CRUISING-RACING SLOOP built '46. Gray 25 h.p. Ratsey sails. Good racing record. Owner would be interested in offers. S-35-38

SAIL

- 20' "WARNER 20" cruises. SLOOP. Ideal 2 person boat. Gray 16 h.p. Sails '56. Asking \$3,500.
- 24' "EASTWARD HO" aux. SLOOPS. Sleep 4. Enc. head. 1954-57. 4 listed. \$6,500 to \$8,000.
- 26' E-Mel design marc. SLOOP. Sleeps 3. 12 h.p. Universal. Attractive, able.
- 26' "STOUT FELLA" SLOOP. Sleeps 2-4. Excel. sailer. Good sails. 25 h.p. motor. Asking \$4,500.
- 28' ENGLISH built SLOOP '55. Doghouse aft. Sleeps 4. Univ. 12 h.p. motor. Well found.
- 29' "OXFORD 400" SLOOP. Fast sailer. Sleeps 4. Univ. 25 h.p. Clean boat. Located Mass.
- 32' "NORSAGA" class SLOOP built '57. Sleeps 5. Dacron sails. Diesel power. Lifelines, etc.
- 33' Modern "FRIENDSHIP" SLOOP. Sleeps 4. Gray 25 h.p. Roomy boat. Asking \$9,000. Try offer.
- 32' "EASTWARD" SLOOP our design. Built '56. Sleeps 4 in 2 cabins. Gray 25 h.p. Asking \$12,000.
- 33' ALDEN "TRAVELER" CUTTER 1950. Excel. cruising boat. Dacron sails. Univ. 50 h.p. Top cond. Mass.
- 38' ROBB design CRUISING-RACING CUTTER '49. Dacron sails '58. 30 h.p. motor. Sleeps 5. A-1 boat.
- 40' OWENS CUTTER. Sleeps 4. Gray 25 h.p. 9 sails. Well equip. Racing gear. Asking \$16,500.

- 43' GEIGER des. SLOOP 1937. Palmer 25 h.p. Sleeps 4. 11 sails. Fast sailer. Top constr. \$22,000.
- 33' ALDEN YAWL '48. Gray 25 h.p. New sails. Sleeps 4. Newly reconditioned. Asking \$10,300.
- 30' "TAHITI" KETCH completed '57. Sleeps 4. Univ. 25 h.p. Ideal cruising boat. Asking \$8,500.
- 32' IRISH built YAWL 1956. Sleeps 5. 20 h.p. motor. Roller reefing, etc. Asking \$9,700.
- 35' ALDEN KETCH. Sleeps 4. Gray 40 h.p. Dacron sails. Estate boat. Offers considered.
- 61' Modern YAWL 16'9" beam. Built '56. Very livable boat with all conveniences. Keel & C.B.

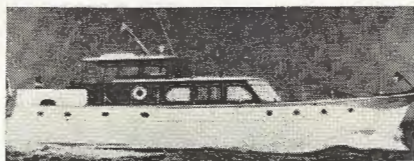
MOTOR SAILERS

- 32' Johnson built 1948. KETCH RIG. Sleeps 4. Univ 45 h.p. 8 sails. Dual controls. Asking \$9,500.
- 36' Mason DIESEL SLOOP RIG. After cabin arrangement. Sleeps 4-5. G.M. 4-51. Ratsey sails. Asking \$20,000. Try offer.
- 37' STONINGTON 1957 DIESEL power. Sleeps 4. Dacron sails. Excel. cond. Asking \$29,500.
- 56' HAND design KETCH RIG. Sleep 6-8. Best constr. 180 h.p. diesel '57. Fully found. Asking \$35,000.
- 90' RHODES STEEL M.S. built '56. The finest afloat. Complete in every respect. All details upon request.

POWER

- 25' McINNIS BASS BOAT 1954. Gray 150 new '56. Excel. sea boat. Top constr. R.T., etc. \$5,900.
- 27' ELCO SPORT CRUISER '48. Crown new 1954. Sleeps 4. Well found clean boat.
- 29' EGG HARBOR '51. Twin Aees. R. T., etc. Sleeps 2. Asking \$7,500. Try offer.
- 32' CAPE COD SPORT CRUISER. Dual controls. Sleeps 2. R.T., chair, etc. Asking \$6,000. Mass.
- 32' McINNIS DIESEL S.F. built '58. Twin Budas give 16 K. Sleeps 4. Builder's own boat. \$16,000.
- 33' CHRIS-CRAFT SEDAN 1948. Twin 95's. Well found. Sleeps 4. Owner anxious to sell. Try offer.
- 35' CHRIS-CRAFT SEA SKIFF '55. Twin 130's. Except. clean boat. Asking \$12,000. Offers considered.
- 36' MAINE built T.S. CRUISER 1949. Good sea boat. Engines overhauled '55. Sleeps 4. Asking \$9,000.
- 39' RICHARDSON FLY BRIDGE SEDAN 1957. Teak decks. Sleeps 8. Excel. cond. All extras. \$27,000.
- 40' MATTHEWS FLY BRIDGE SEDAN. Twin 160 Kermaths. Auto. pilot, R.T., etc. Well equipped. Try \$13,500.
- 42' HEAVY DIESEL CRUISER 1952. Fine sea boat. G. M. 6-71. Sleeps 7. Steadying rig. Try offer.
- 61' WHEELER 1956. Twin G.M. 275's. Sleeps 8—2 in crew. All equip for living aboard. N.Y.

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CHARTER ONLY

We have been appointed sole agency for the charter of FELIZ ANO, 55' 1955 Holland Built Flush Deck Cruiser With All Teak Decks. This vessel is powered by twin Gray Diesels 100 h.p. each. Her Equipment consists of 3 K.W. Diesel generator, 85 watt Pearce Simpson radio telephone, Fluid heat, Direction Finder, Automatic pilot, CO2 fire system, and everything for safety and comfort. Her accommodations consist of Owners double stateroom aft with electric toilet, shower and lavatory. Next forward is double guest stateroom with electric toilet and lavatory. Galley equipment consists of electric refrigerator, deep freeze, four burner gas stove. Crew quarters forward for 2 with head and basin. Immaculate throughout.

Contact WILLIAM G. HOBBS YACHT SALES, 205 Sixth Street
P.O. Box 1206, West Palm Beach, Fla. Temple 3-1643—Victor 4-5369



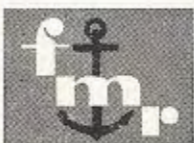
FOR SALE—50' CHRIS-CRAFT 1952 CATALINA, short sundeck, powered by 3 145 hp Chris-Craft 1953 engines just recently overhauled, dual controls. ACCOMMODATIONS—Will accommodate 10, large galley, excellent lounge deck aft of fly bridge.

EQUIPMENT—Electric refrigeration, bottled gas cooking, auxiliary generator, radio-tel, direction finder, fluid heat, synchronizer, shower, hot water, electric toilets, numerous other items. In top condition with a low asking price.

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29' Chris-Craft Sea Skiff. Twin 130 HP C/C Engines with 1.5:1 Reduction, double planked mahogany, CO-2 System, very fast, well equipped. Located FMR. T-313A

36' Custom FB Spt. Fish. 1955. Twin 200 HP V-8 Chryslers, Monel Tanks, Elec. Ref., 1400 w. Generator, Radiotel., cruises 17 kts., sleeps 6. Located FMR. T-309A

42' 1957 Stephens DCFB Cruiser, Twin 200 HP Chryslers with reduction, Generator, Elec. Stove and Ref., Shower, Galley Maid, Sleeps 6. Located RI. T-404A

26' 1958 Eld. McInnis Design Marblehead Cruiser, 135 HP Palmer, fully equipped, sleep 4, used only in fresh water, excellent condition. Located FMR. S-351A



39' Richardson FB Sedan Cruiser 1957, Twin 200 HP Chryslers, Sleep 8, Radiotel., Fathometer, JW Sniffer, Teak Decks including cabin interior, excellent condition. Located Mass. T-306A

28' King's Cruiser 1957, mahog. planked, s/s rigging, roller reefing, dacron sails, 5.5 HP Penta eng., sleeps 4. Located FMR. A-262

35' Alden gaff-rigged motor sailer, Gray eng., double stateroom. 2 in main cabin, galley aft., lg. cockpit, life lines, good family boat. R.T. A-399

37' Stonington Motorsailer 1957, Dacron sails, s/s rigging, 115 HP Hercules Diesel, Popular Double Cabin Model, economical power, handy aux. rig. Located Conn. A-393

36' Bluenose Marconi Schooner, Graymarine Power, Sleep 6, A trim little ship in excellent condition, Surveyed 1958. Located Mass. A-396

1952 66' ocean-racing yawl, complete sails, finest equip., potential winner any race, changes in plans prohibits use by orig. owner. A-496



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42Y17—MATTHEWS 42' DCFB 1956, walk around deck, twin Chrysler Imperials, sleeps 8, large inventory of equipment, new boat condition. Several of these boats available.



46Y57—CHRIS-CRAFT 46' Corsair 1956, twin 150 hp Hercules diesels, sleeps 8, large inventory of equipment. Several available with gas engines.



55Y09—CHRIS-CRAFT 55' Custom 1954 Flush Deck Motor Yacht, triple screw, accom. for 8 plus crew, fabulously equipped, priced for immediate sale. Others available in diesel.



61Y10—WHEELER 61' Flush Deck 1956, twin G.M. 110s, accom. for 8 plus crew, tremendous inventory. Also available 65' Wheeler.



62Y17—CHRIS-CRAFT 62' Diesel Motor Yacht 1952, twin GM's, sleeps 10 plus crew, lavishly appointed and equipped. Several of these boats available, one with triple GM diesels and one with GM model 110s.

35' CHRIS-CRAFT 1956 Sea Skiff, twin 130 hp C.C. engines, sleeps 4, radio-telephone and fathometer.

35' CHRIS-CRAFT SEDAN, fish bridge, twin 1957 C.C. engs. 130 hp, accommodations for 6, extensive inventory.

38' WHEELER 1954 Sedan, twin 1958 Chrysler 200s, sleeps 6, spotless condition.

38' CHRIS-CRAFT 1957 Corsair, twin 200s, accommodations for 6, excellent equipment.

40' MATTHEWS 1952 Sedan, plan A, twin Chryslers, reasonably priced.

42' CHRIS-CRAFT 1957 Constellation, twin C.C. 200s, accommodations for 6, extensive equipment.

46' HUCKINS 1947 Neptune, twin G.M. diesels, accommodations for 6, attractive offering.

48' CHRIS-CRAFT 1958 Constellation, twin c.e. eng. accom. for eight, lavish furnishings and equipment.

46' CHRIS-CRAFT 1957 Constellation, twin C.C. 200s, sleeps 8, excellent equipment.

50' CHRIS-CRAFT 1952 Catalina, DCFB, triple screw, extensively equipped, sleeps 10, low price.

52' WHEELER 1951 Flush Deck, twin 1955 G.M. diesels, accommodations for 6 plus crew.

53' BURGER 1949 Steel Flush Deck, twin G.M.'s, accommodations for 8, in commission in Florida.

53' ELCO 1939 DCFB, twin 1954 Grays, 1 double, 2 singles, excellent equipment, asking \$18,500.

54' CHRIS-CRAFT 1956 Constellation, twin G.M. diesels, accommodations for 10, attractively priced.

54' GREBE 1956 Flush Deck, twin G.M. diesels, sleeps 6 plus crew, ideal for Florida.

60' BURGER 1955 Flush Deck, twin G.M. diesels, accom. for 6.

61' FEADSHIP 1956 Flush Deck, twin G.M. diesels, accommodations for 8 plus crew, lavishly equipped and furnished.

64' HOLLAND-AMERICAN 1953 steel flush deck, twin G.M. diesels, 3 dbls., large salon, expensive equip.

65' WHEELER 1955 Flush Deck, twin G.M. 110s, accommodations for 6, equipped for sport fishing.

65' FEADSHIP 1957 Flush Deck, twin G.M. diesels, accommodations for 8, better than new.

70' CUSTOM CAMDEN SHIP BLDG. 1950 Flush Deck, twin G.M. diesels, accommodations for 6 plus crew.

85' STEPHENS 1951 Diesel Yacht, 4 G.M.'s, 3 doubles, spacious salon.

90' LUDERS, twin G.M. Diesel Yacht, 2 doubles, 2 singles, ask \$27,500.

90' CUSTOM 1956 Motor Sailer, G.M. diesels, spacious accommodations, lavishly equipped and furnished.

112' ROBINSON 1952, twin Caterpillar diesels, 2 doubles, 2 singles, a fabulous yacht.



67Y00—CUSTOM HACKER DESIGN 67' Flush Deck 1955 Diesel Yacht, twin GM's owner's accom. for 6 plus 2 in crew, enclosed living and dining salon, extensively equipped, in new boat condition. One of the finest sea boats available, a fine yacht for a discriminating buyer at a reasonable price.



77Y10—BURGER 77' Ketch Rigged 1947 Motor Sailer, GM Diesel, 3 dbl. staterooms, 2 lavs. and showers, extensively equipped. Several of these popular yachts available.



82Y02—LUDERS—For Sale or Charter, 82' Bridge Deck Yacht, 1947. Twin GM diesels, 3 double staterooms, extensive equipment including radar. A Tiffany of yachts.



104Y02—CUSTOM 104' Flush-Deck Diesel Yacht, G.M. engs., 4 sgl., 1 dbl. staterooms, 4 baths, equipment includes radar. Ideal for Florida and Caribbean waters.



118Y03—DEFOE 118' Bridge Deck Ocean Cruising Yacht steel const., 4 GM diesels, 3 dbls., 2 sgls., staterooms, large living and dining salon, enclosed pilot house, fabulously equipped and furnished.

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60' T. S. DIESEL YACHT, built of steel in Holland in 1953 to the designs of one of Holland's foremost naval architects in accordance with American requirements. G. M. Engines, U. S. equipment. Three double rooms plus crew. Located New York. Alden No. 1050.



RHODES-DESIGNED MOTOR SAILER, 65' L.W.L., built 1953 by Abeking & Rasmussen of steel to best specs. G. M. engine, all U. S. equipment. Complete and in A-1 shape. One single and two double rooms, plus forecabin. Performs well under both sail and power. Located New York. Alden No. 5286.



Left: ALDEN-DESIGNED CRUISING-RACING YAWL, 45'1" L.W.L. Built 1950 and maintained without regard to cost. Diesel auxiliary. Large sail inventory. Sleeps 8 plus crew. Located New York. Alden No. 861-B.



Right: 34'6" L.W.L. RHODES YAWL, built 1951 by Abeking for present owner. New diesel auxiliary 1956. Very complete equipment. Moderate use, best care. Sleeps 6. Located Main. Alden No. 5196.



LEFT: "HINCKLEY 21'" AUXILIARY SLOOP, Alden-designed. Built 1946. New Sails 1956. Sleeps 2-3. Well equipped. Located New York area. Alden No. 761-0.



RIGHT: 33' LEEK PACEMAKER, 1957 model. Twin Chryslers. Fly bridge, dual controls, many extras. Located Eastern Mass. Alden No. 2294.



LEFT: ROOMY, ABLE, AND COMFORTABLE CRUISING CUTTER, 29' L.W.L., built 1946. Dacron sails 1955. New Lathrop 1956. Sleeps 5-7. Located Maine. Alden No. 5533.



RIGHT: D.C., FLYING BRIDGE MATTHEWS 41 footer, 1952. Chrysler Royal Specials. Well kept. Many extras. New York area. Alden No. 4382.



LEFT: IMMEDIATE PRE-WAR CASEY YAWL, 28' L.W.L. One owner most years. Excellent care. Good equipment. Located Southern Mass. Alden No. 1092.



RIGHT: 78' OCEAN-GOING YACHT. Has several comfortable trips to Tahiti to her credit. Sleeps 8 plus crew. Located Calif. Alden No. 5736.



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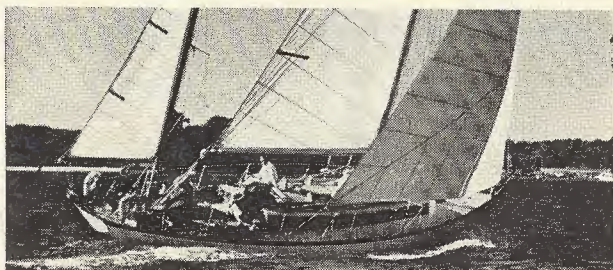
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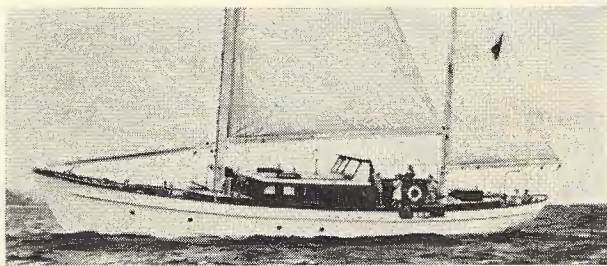
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42'7" x 29'6" x 11'10" x 4'7". A top contender in any ocean race, this lovely Sparkman & Stephens C. B. diesel yawl has already gained several major victories in her first season. She was built by Morton Johnson of Bay Head, New Jersey, to highest specifications and launched in the fall of 1957. The aluminum mainmast was fabricated by Luders of special Aleco alloy. Layout is standard for 6—with enclosed head and additional WC in forward cabin. Synthetic racing sails are by H. R. & R. and Hood. Equipment inventory includes everything necessary for efficient racing and comfortable, safe cruising. An exceptional offering for the most exacting racing enthusiast. Please contact John R. Lyon, Inc., for complete information and arrangements for inspection. Lyon #1199



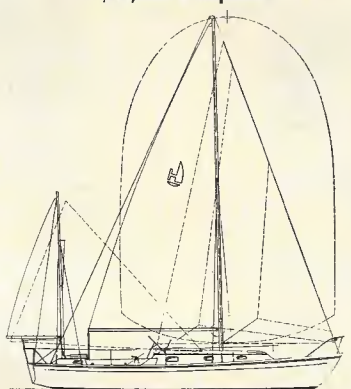
ONE OF THE FINEST MOTOR SAILERS

77' x 65' x 18'8" x 5'9". Here is without exaggeration one of the finest motor sailers in the world, meeting and surpassing the highest requirements of construction, design, equipment, maintenance and appearance. This GM diesel, ketch-rigged, all welded, steel hulled yacht was launched in 1953 by Abeking & Rasmussen from designs of Philip L. Rhodes. She has luxurious accommodations for her owner and his guests, with every possible worthwhile aid to comfort and safety afloat, and is fitted with all the modern aids to navigation. Offered at a price practically half her reproduction cost. Please contact John R. Lyon, Inc., for complete information and arrangements for inspection. Lyon #1195

POWER

- 26' 1955 CHRIS-CRAFT: 140 HP Chris, slps 2, very clean boat. Priced to sell. Lyon #0650
- 30' 1955 DUTCH BUILT STEEL CRUISER: Slps 6 in 3 cabins. 175 HP Gray new 1957. New condition throughout. Lyon #01059
- 33' 1953 RICHARDSON TS/EXPRESS: Sleeps 5, twin 115 HP Grays, very clean, \$9,700. Lyon #01086.
- 34' 1957 RICHARDSON EXPRESS CRUISER: Sleeps 6, twin 150 HP Grays, fathometer and very complete inventory. Lyon #0889
- 34' 1958 MAINE LOBSTERMAN TYPE: Slps 2, enclosed head, galley, Oldsmobile V8 engine. \$6,500 —make offer. Recommended. Lyon #01083
- 35' 1944 POST-MAINE LOBSTERMAN CRUISER: Sleeps 5, 130 HP Lathrop. Similar to Stonington. Very able. Priced to sell. Lyon #01080
- 35' 1953 CHRIS-CRAFT FB COMMANDER: Slps 6, twin 145 Chris's, Rybovich flybridge, Ship to Shore with remote controls, fully equipped for sport fishing. In Florida. Lyon #01081
- 37' 1956 FB COLONIAL EXPRESS CRUISE: Slps 4, twin 135 HP Chryslers, belly rail, dual hydr. controls. Nice condition—good value. Lyon #01054
- 38' 1957 CHRIS-CRAFT SPORT FISHERMAN: Twin 225 HP Chris's, slps 4, Bendix fathometer, RDF, Gin Pole. Very complete fisherman. Offered by estate. Lyon #01052
- 39' DYER CUSTOM TS SEDAN CRUISER: Sleeps 6, twin Chrysler Crowns, passed recent survey. Asking \$7,500. Lyon #01084
- 42' 1956 MATTHEWS FB CONVERTIBLE SEDAN: Plan A, slps 4-6, twin 225 HP V8 Chryslers, S to S, depth sounder. Hauler at this basin. Lyon #01043
- 63' 1955 WILLIAM GARDEN DIESEL OFFSHORE CRUISER: Sleeps 6 in owner's party, steady sailing, 121 HP Caterpillar diesel. Half size model of a tuna clipper, Captain maintained. For sale or charter. Lyon #0776

35' HONOLULU HOLIDAY \$16,500 Complete



IT'S TIME FOR A "HOLIDAY"

The first of the new 35' Honolulu Holiday Auxiliaries is scheduled for delivery soon. Be the first to see this new mahogany hulled beauty. She sleeps six in three separate cabins, Palmer 22 HP engine, fully equipped with Dacron sails, pulpit and lifelines, winches, etc. The perfect family cruiser-racer for only \$16,500. Write for descriptive brochures on the full Holiday line. Boats from 14' to 100'.

FOR SOUTHERN CHARTER

- 35' KNOTSON "35" AUX. CRUISING SLOOP: Here is an exceptional, well maintained and equipped, easily handled auxiliary yacht for southern cruising. Perfectly capable of crossing the Gulf Stream and ranging throughout the Bahama Islands. Suitable for a party of six. Her equipment includes 25 HP engine, depth sounder, 2 way radio, dbl. lifelines, dinghy, special canvas cockpit dodger. Please contact John R. Lyon, Inc., for full particulars. Lyon #1199
- 36' 1954 AUX. CB DUTCHMAN: Excellent sea boat with comfortable accommodations for 7 due to her raised deck construction. Universal power. Ideal for Bahama cruising with her 2'8" draft. CB up. New mast and rigging 1958. Located southern waters. Lyon #726
- 52' 1951 FB WHEELER: For charter with able captain. Twin 200 HP Chryslers new 1957. This is only one of many power yachts which we have available in southern waters with captain and crew. Lyon #01084

SAIL

- 25' 1955 DUTCH TREAT YAWL: Sleeps 4-6, 5 HP engine, 9 new Dacron and nylon sails. Boat in mint condition. Asking \$5,000. Lyon #1196
- 30' 1948 NORWEGIAN DOUBLE ENDER: Sloop rigged, slps 4 in 2 cabins, 1951 Universal 25 HP, new Dacron sails 1958, roller reefing, bnt. very attractive. Lyon #882
- 31' 1939 ALDEN MALABAR, JR.: Slps 4, 1955 Universal 25 HP. Recommended. Lyon #739
- 34' 1948 HINCKLEY SOUTHWESTER: Slps 4, 25 HP Gray, Dacrons by Raymond, lifelines and pulpit, roller reefing. \$12,000. Lyon #1194
- 34' 1947 RHODES EASTERN INTER-CLUB: Slps 2 plus, Brennan Imp. Merriman rigging, fast with good racing record. Lyon #1197
- 35' 1948 AUX. CRUISING CUTTER: Slps 4, all new synthetic racing sails 1958, new South Coast winches, 25 HP Universal installed '58. Owner just bought larger boat. Lyon #1182
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- 38' 1949 ROBB AUXILIARY CUTTER: Slps 5, 30 HP Brennan Imp. Attractive combination cruiser-racer to good design. Lyon #1173
- 38' 1946 BACK STAYS'L YAWL: Built by Quiney-Adams. Slps 2. A joy to sail. \$4,000. Lyon #1198
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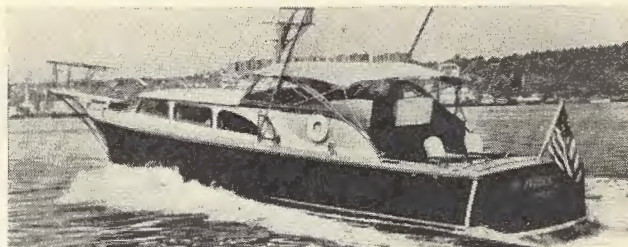
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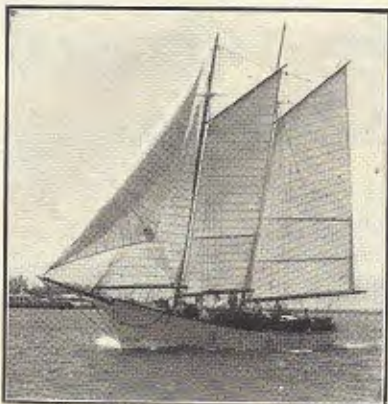
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★ 147' OCEAN GOING DIESEL YACHT. Built of heavy steel plate. Teak deck, houses and trim, 21,000 gals of oil, 18,000 fresh water. Well equipped including Radar, S/S, D/F, etc. 5 staterooms with baths. A real opportunity to acquire a fine yacht at a very low price. P-2020

★ 76' MODERN TRUMPY CRUISING HOUSE YACHT. Diesel engines and generator. Teak decks. Spacious salon and covered after deck. Three large staterooms. Reconditioned 1955. Well equipped and tastefully furnished. For sale or charter. P1410

★ 70' MATHIS HOUSE YACHT. Twin 1957 GM diesels. Diesel generator. Over \$62,000.00 spent in last few years modernizing and equipping. 3 double staterooms and 2 complete baths plus crew quarters. Tastefully furnished. Ideal for cruising and living aboard. For sale at about improvement cost. P298

★ 60' CONSOLIDATED MODERN FAST CRUISER. Twin GM diesels. Diesel generator, teak decks. Fly bridge with deck lounge. Large cockpit. 3 staterooms plus crew quarters. Very well equipped. Excellent sea boat. Beautiful condition. Cruises 15, top of 17. P-832

★ 58' BURGER. Steel hull, twin GM diesels, 7½ KW diesel generator. Air conditioned and heated throughout. 2 S/S, 2 D/Fs, A/P, R/D/F, elec. ref. & deep freeze. 3 double staterooms. 2 toilets and showers plus crew. Fully found, top condition. P-1740

★ 56' HUSKY MORTON JOHNSON OFFSHORE YACHT. Completely overhauled 1957. Twin GM diesels and diesel generator. Teak decks, S/S, A/P, CO2 system, elec. ref., deep freeze. 2 double staterooms, 2 toilets and shower. Sleeps 6 to 8 plus crew. Exceptional sea boat. P-1378

★ 54' FLUSH DECK CHRIS-CRAFT. Twin GM diesels rebuilt 1958. Synchronizers, diesel generator, S/S, D/F, A/P, CO2, etc. Elec. ref., deep freeze. Intercom system. This beautiful yacht has many special features and must be seen to be appreciated. Maintained in top condition and ready to go. P-2284

★ 50' SHRIMPER TYPE TWIN DIESEL OFF SHORE CRUISER. Heavy construction. Diesel generator, sleeps 5 to 7 plus crew. 3 toilets, shower, elec. ref., deep freeze. Air conditioning. 1000 mile cruising range. 800 gals. water. Excellent sea boat. P-244

★ 45' CHRIS-CRAFT 1954 CORSAIR. Chrysler V8s. Teak decks, monel tanks, 3KW generator, S/S, A/P, D/F, Constavolt, CO2 system, etc. Elec. ref., gas stove. Sleeps 8. Excellent condition. P-1922

★ 35' CHRIS-CRAFT 1956 CONSTELLATION. Twin 145s, teak decks, helmsman and companion seats, folding top, engine hour meter, spare props, nylon lines, etc. Sleeps 4. P-2444

★ 44' NORSEMAN 1954 SPORTFISHING. Twin Chrysler 110 V. Generator, teak decks, bow rail & harpoon pulpit, 2 sets of outriggers, fishing chairs, live well, gin pole, rod holders, box etc. S/S, D/F, R/D/F. A top night fisherman. Sleeps 6. 2 toilets and shower. P-2205



★ 43' HUBERT JOHNSON CUSTOM BUILT SPORTFISHERMAN. Delivered Aug. 1954. Built and equipped to highest specifications. Teak decks. Gas stove, elec. ref. and deep freeze. R/D/F, S/S, D/F. Rockaway chairs, one converts to fighting chair. Outriggers, jim pole, pulpit, fish box, live well and many other extras and features. Sleeps 6 plus crew. Speed 28. P-2156

★ 38' WHEELER 1954 SEDAN SPORT FISHING. Fly Bridge, twin Chrysler V8s, 3KW Onan generator, Teak decks, S/S, R/D/F, A/P, elec. ref. Outriggers, chairs and fish box. 8 rods and reels. P-2208

★ 35' CHRIS-CRAFT COMMANDER. Rybovich fly bridge, S/S, etc. Weiss outriggers, fish chairs, box. Beautiful condition. Price just reduced. P-2243

SPECIALS

★ 60' House yacht. Diesel power. Sleeps 8. Asking \$17,500.00. P-2211

★ 55' Modern Trumpy houseyacht. Diesels. Well equipped. Beautiful condition. Reduced to \$50,000.00 P-855

★ 52' Dawn. 1954 engines, monel tanks, excellent condition. Asking \$18,000.00 P-2269

★ 40' Matthews Sedan. 1955 engines. Equipped, including fishing gear. Try \$13,000. P-2257

★ 40' Chris-Craft 1957 Model sea Skiff. Recently refinished. A real buy at \$18,500.00. P-2246

★ 29' Egg Harbor 1953 Sea Skiff. Twin Chrysler Aces overhauled '58. Nice condition. Try \$6,000.00

★ 34'7" Double ended Marconi cutter, built 1945. One owner boat, sweet lines, liveable. Asking \$8250.00 S-937

★ 33' Tancook schooner, built 1950. Recent sails, stainless rigging, etc. Owner will consider offer. S-698

★ 32' Royal Cruiser Class auxiliary sloop, Swedish built 1956. A smart boat in yacht condition. \$12,000.00 S-949

★ 31'8" Reimers double ended auxiliary sloop. Mahogany, copper riveted, stainless rig. Gray power. Asking \$6650.00 S-951

★ 30' Hanna Tahiti ketch. Clean, complete and ready to go. A good buy. S-751

★ 28' Atkins cutter, Gray Sea Scout. Stainless rig. Complete. \$3300.00 S-950

★ 23' Stout Fella Jr. Universal Twin. New Ratsey main, well maintained. Owner anxious to sell. S-000

★ 21' Atkins sloop 1957, monel fastened. Palmer power, dacrons. Reasonable S-000



50' x 40' x 12' x 6'2" MARCONI DIESEL KETCH

This beautiful ketch was heavily built in 1938 for a world cruise. Specifications include 2½" pitch pine planking, 4 x 5 English oak frames, reinforced bronze rivetted hull, 14,000 lb. lead keel, teak decks and very heavy, beautifully grained teak cabin trunk. Equipment includes, new Ford diesel engine just installed, CO2 system, Dacron staysail, main and mizzen new 1957, also Genoa, mitre cut working jib and spinnaker staysails. This distinctive Fife design has dry center cockpit with safety in heavy weather an outstanding characteristic although she performs well in moderate airs. Previously owned by a member of the Royal Yacht Squadron, this quality yacht has cruised widely on deep waters and was built to last a lifetime. Here is a real opportunity to acquire an excellent cruising yacht capable of going anywhere, at a sensible price. S-775



★ 48'2" AUXILIARY CENTERBOARD KETCH. Designed by Geiger, built 1948 by M. Johnson. Double planked and Everdur fastened. Owners stateroom with enclosed head, monel galley and tanks, teak decks, moderate draft of 4'8" and 6'2" headroom. Complete equipment. CCA rating 36.4. S-934

★ 59'5" SPARKMAN & STEPHENS AUXILIARY YAWL, built by Robert Jacobs 1936. Gray power, Everdur fastened, flush teak decks, Ratsey sails, copper tanks, elec. ref. numerous winches and furling gear, complete navigational equipment. S-868

★ 44' AUXILIARY MARCONI SCHOONER, designed by Fred Fenger 1939, planked with 2" Oregon pine, bronze fastened. Good beam of 13'8" and a moderate 5' draft. Buda diesel power, 12 sails cotton and dacron, mostly by Ratsey, auto pilot, stainless rigging and large inventory of electronic and navigational equipment. S-400

★ 44' SPARKMAN & STEPHENS AUXILIARY CUTTER. One of the most completely equipped boats in our listings. Includes 13 sails, fathometer, Merriman fittings, all chromed, etc. Excellent racing record. Fully found for cruising. S-942

★ 39' AUXILIARY MARCONI CENTERBOARD CUTTER. Launched at Miami Ship 1958 from Wirth Munroe design. Moderate draft of 4' and 6'3" headroom. 10 sails by Hood, stainless and dacron rigging, 2 Kenyons, Apelo phone, R/D/F, etc. Fast under sail and rates 26.0 CCA. S-944

★ 37'6" STONINGTON SLOOP MOTOR SAILER built 1957. Hercules 115 hp diesel power. Has been excellently maintained and very little time on the engine. Equipment includes stainless rigging, dacron sails, bronze hardware, monel tanks, fiberglass sailing dinghy, etc. S-948

★ 36'2" SLOOP MOTOR SAILER by Mason, built by Dickerson 1954, Mahogany planked, GM 451 diesel, Dyer sailing gram. Double cabin aft with cockpit amidships. Two suits sails by Ratsey & Brown. A plain, rugged boat that sails nicely and is economical under power. S-936

★ 28' HERRESHOFF H-28, built 1953. Mahogany planked, bronze fastened, new dacrons, Universal power, monel shaft, stainless rigging and life lines, aluminum spars, doghouse, etc. A very complete and well maintained H-28. S-811

★ 26' STADEL AUXILIARY MARCONI CUTTER. Beautifully built in 1952 by a master builder and one owner maintained in top condition. Monel and bronze fastened, Universal Atomic four. Sleeps 3. A very cute and complete little cruiser with good performance under sail. S-699

NORDIC CRUISERS—This 25'2" custom built cruising auxiliary combines the lines, hull, structure and sail plan of the well known Folkboat. Fast, sleeps 4, mahogany planking, head stainless rigging etc. Delivers U.S. East Coast, duty paid, for under \$5,000.00. New boats available for immediate delivery.

KING'S CRUISER



28' Aux. sloop, Swedish built to highest specifications. Galley and head. 4 berths. Excellent cruising and racing record. Over 100 proud American owners. Write for information.

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We have a large selection of good yachts for charter, both sail and power. Write for listings today.

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TELEPHONE Wellington 4-5700

SAIL

- 50' Rube Aux. Staysail Schooner. 49'-11" x 39' x 12'-7" x 7'-6". Bt. Shelburne, 1924. Chris-Craft 95, 1951. Owner group 6, crew 2. Aux. gen, ss gas range, RDF, dink, winches, lifelines, 1951 spars/rig and 10 sails. Entirely rebuilt 1951 at cost of \$30,000.
- 46' Aux. Racing-Cruising Sloop. 45'-9" x 32' x 11'-2" x 6'-8". Designed Neilson, bt. Hinckley, 1946, cedar/brz/lead/teak. Gray 42, 1955. Accom. 5, crew 1. CO2, fireplace, s.s. range in Monel galley, foam berths, RDF, depth indicator, el. windlass, new dink, 9 winches, lifelines, stainless rig and 6 sails, good/exc. One of the best of her size and fast in competition.
- 37' Alden Steel Diesel Sloop-rigged Motorsailer. 37'-5" x 33' x 11'-2" x 4'-2". Bt. Holland, 1955, welded steel/teak deck. Mercedes-Benz 75. Sleeps 4. CO2, s.s. tanks, pressure water, gas range, ss galley/icebox, phone, RDF, autopilot depth indicator, pulpit, s.s. lifelines/rig and 3 sails. Dual steering. Of demonstrated ability.
- 37' Alden Aux. Marconi Yawl. 37'-3" x 27'-6" x 9'-8" x 5'-10". Bt. Casey, 1939, teak deck. Gray 40, 1950. Sleeps 5. CO2, phone, Dyer sailing dink, winches, lifelines and 6 sails. Good cruising-racing model which will take close survey.
- 35' Rhodes Eastern Interclub Class Aux. Sloop. 34'-8" x 24'-6" x 7' x 5'. Bt. Mystic Shipyard, 1947, mahog/brz/lead. Brennan 20, 1956. Sleeps 2, head and s.s. galley. Stainless rig and recent sails. In exc. condition. Very fast, with good record.
- 34' Nielsen Aux. Marconi Yawl. 33'-7" x 24' x 9'-6" x 4'-9". Bt. Luke, 1954, mahog/brz/lead. Gray 25. Sleeps 4. Monel tks/icebox, ss sink/stove, CO2, RDF, Dyer sailing dink, pulpit, winches, s.s. lifelines/rig and Dacron sails. Quality construction and maintenance, with good racing record.
- 30' Casey Ctbd. Aux. Marconi Cutter. 30' x 25'-11" x 10'-6" x 4'. Bt. 1938. Gray 31, 1956. Sleeps 5. Phone, winches, lifelines, 1951 spars/stainless rig and 7 sails, incl. 1955 Dacron suit. Refinished Fall, 1958 and in very good repair.
- 23' Spartan Class Aux. Sloop. 23'-2" x 18'-4" x 6'-6" x 4'. Bt. England, 1954. Palmer 6. Sleeps 3-5. Aux. gen, pulpit, winches, lifelines and 7 sails, incl. 1958 Dacron. In good repair. Exc. record with Midget Ocean Racing Club.



59' Aux. Marconi Yawl. 59'-5" x 42' x 13'-4" x 8'-4". Designed Sparkman Stephens, bt. Jacob, 1936, mahog/brz/lead/teak. Gray 77, 1946/rev't 54. Accom. 5, crew 2. CO2, aux. gen, fireplace, 1957 gas range/el. refrig, foam berths, RDF, phone, depth indicator, dink/outboard, 14 winches, lifelines, s.s. rig and ext. sail inventory (23). Handsome flush-deck racing-cruising model in excellent condition.



93' Nevins Triple Diesel Offshore Yacht. 93'-3" x 17' x 5'-10". Designed Crouch, bt. Nevins, 1936 to top standards. 2-Cummins 150, 1-Caterpillar 170, full bridge control. Accom. 8-10, crew 4. 3 CO2 systems, 5 kw gen, heat, pressure H&C/3 shwrs, el. wc, stainless galley, gas range, el. refrig, dp. freeze, RDF, 125 w. phone, Loran, autopilot, Fathometer, el. windlass, tender/hoist/outboard & fishing chairs. Large teak afterdeck and cockpit. Able, fast and comfortable.

POWER

- 63' Twin Diesel Yacht. 62'-6" x 14' x 5'. Designed Kromholtz, bt. Jacob, 1930. GM 200s, 1946. Accom. 6, crew 2-3. CO2, 2 & 3 kw gens, charger, heat, pressure H&C/shwr, el. w.c., s.s. galley, gas range, el. refrig, dp. freeze, TV, RDF, phone, autopilot, el. windlass tender/outboard. High-grade construction / remodelled 1952 / superior maintenance.
- 51' Leadship Steel Twin Diesel Yacht. 50'-6" x 14'-10" x 4'-6". Bt. as 1955 Showboat. Welded hull/teak superstructure & deck. GM 200s, late 1956. Accom. 6, crew 2. 10 kw Diesel gen, Constavolt, 3 ton air-conditioning, CO2, pressure H&C/shwr, el. w.c., s.s. galley, gas range, el. refrig/dp. freeze, 150 w. phone, autopilot, depth indicator & el. windlass. Attractively appointed and meticulous care.
- 42' Matthews T.S. DCFB. 42' x 13' x 3'-4". Bt. 1956, teak deck, Chrysler 200s. Accom. 6, 3 kw gen, charger, el. heat, pressure H&C/shwr, stainless galley, el. refrig, el. range, RDF, 150 w. phone, depth indicator and Navy top. Only fresh water use and top maintenance.
- 39' Baltzer T.S. Sedan. 38'-6" x 11'-5" x 2'-8". Bt. 1948 but used as showboat till 1951. Chrysler 115s. Accom. 5, CO2, Monel tks/galley, shower, phone and dink. Husky and comfortable family cruiser.
- 38' Richardson T.S. Fly Bridge Sports. 38' x 12'-2" x 2'-8". Bt. 1946. Gray 165s. Accom. 8. Pressure H&C water, foam berths, dink, RDF, 150 w. phone, depth indicator and dual controls.
- 37' Johnson T.S. Flying Bridge Skiff. 36'-6" x 10'-6" x 2'-6". Del. 1947. Chrysler 165s, 1951 reb't 1957. Accom. 4-5. Monel tks, CO2, Constavolt, s.s. galley, foam berths, 50 w. phone, outriggers, fishbox and ginpole. Top-grade construction/lapstrake with teak cockpit. Dual controls. Excellent by survey.
- 33' Chris-Craft T.S. Futura. 33' x 10'-10" x 2'-8". Bt. 1956. Chris-Craft 145s. Speed 25. Sleeps 4. Gas range, phone, bowrail, davits and Navy top. Only 50 hours logged/in new-beat condition.
- 32' Colonial T.S. Sports. 32' x 10'-11" x 2'-8". Bt. 1955. Chrysler 125s. Sleeps 4. Stainless stove/sink, foam berths, 40 watt phone, bowrail and Monel fishbox.
- 26' Johnson Prowler T.S. Sportfisherman. 25'-10" x 10' x 2'. Bt. 1949. Chrysler 115s. Speed abt. 35. Sleeps 2, galley and head. Bowrail, fishbox, outriggers, 2 chairs and phone. Hardtop model with dual steering. Exceptional condition.

HENRY R. HINCKLEY & COMPANY

USED BOATS FOR SALE

Southwest Harbor, Maine Chestnut 4-5531

POWER

- 36' Baltzer Cabin Cruiser—1936. 150 hp Gray—Auto pilot—Gas range—4 berth layout—large deckhouse—an excellent boat for extended cruising. \$6500
- 24' Cabin Cruiser—One of the Bass Harbor 24s. Equipped with Universal engine 95 hp—Boat has had excellent care—complete with two berth layout—large cockpit—galley and head—Fine sport fisherman and weekend cruiser—\$6750
- 25' Cabin Cruiser 1955—30 mph—200 hp Chrysler V-8—enclosed head—complete galley—cockpit awning—2 berth layout—like new—perfect for all round use—\$6500
- 24' Cabin Cruiser—moderately powered—large cockpit—fishing stand—2 berth layout—galley and head—newly painted—excellent condition—\$3000

SAIL

- 37' Aux. Cutter 1949—Built by Casey Boat Bldg. Co.—26 hp Gray Motor—fine keel center board cruiser.
- 23'5" Aux. Sloop—"Eastward Ho" Class—designed by Eldredge-McInnis, Inc. motor gives 5½ knot cruising speed—4 berth layout with enclosed head—galley complete with 2 burner alcohol stove—running water—sink—stainless steel ice box—excellent boat for cruising—\$7500
- 36' Aux Ketch—Alden design—powered by Gray 162 motor—roomy 4 berth layout with enclosed head—full galley—large cockpit—Unusually sturdy & comfortable family cruiser.
- 34' Aux. sloop—One of the famous Sou'Wester class—equipped with a 4 berth layout including full galley—enclosed head—large storage spaces—fine family cruiser—boat complete with life rails—full complement of sails—anchors, rode, etc.

Rex Marine Center

Water St., Route 136, So. Norwalk, Conn. Temple 8-2341
1958 Chris-Craft, Richardson & Morgan Sea Skiffs in Stock
Used Boats in our Yard

Size	Make	Type	Year	Price	Size	Make	Type	Year	Price
18'	Chris-Craft	Riviera	1949	\$1500	26'	Chris-Craft	Sedan F/B	1958	\$7000
21'	Seattie Craft	Express	1956	2850	26'	Ulrichsen	Sea Skiff	1952	3000
21'	Morgan	Sea Skiff	1954	2150	27'	Chris-Craft	Sedan F/B	1956	7500
21'	Olympia	Express	1954	1850					
21'	Luhns	Sea Skiff	1956	2300	30'	Chris-Craft	Capitan		
22'	Chris-Craft	Sea Skiff	1956	2500					
23'	Ulrichsen	Sea Skiff	1958	3800	30'	A.C.F.	Sedan	1956	10500
24'	Morgan	Sea Skiff	1956	3000	30'	Chris-Craft	Sedan	1952	6500
24'	Chris-Craft	Express	1953	3500	30'	Chris-Craft	Sea Skiff		
25'	Richardson	Sedan F/B	1957	5500					
26'	Chris-Craft	Sedan F/B	1954	4500	30'	Chris-Craft	Commander		
26'	Chris-Craft	Sedan F/B	1955	5500					
26'	Owens	Sedan F/B	1956	6000	38'	Chris-Craft	Constellation		
26'	Owens	Sedan F/B	1951	4500					
26'	Steel	Craft Sedan	1946	1850	44'	Chris-Craft	Double Cabin	1956	21000

FOR SALE

1958 Chris-Craft Semi-enclosed 40' Sea Skiff. This boat was purchased last August in Essex, Connecticut and has been used approximately 20 hrs. She is equipped with 2-225 HP Chris-Craft engines, ship-to-shore radio-telephone, depth sounder, outrigger antenna, and docking lights. She is in perfect condition and is now being stored for the winter in Essex.

Shortly after I purchased her I had to move to Milwaukee, Wisconsin, and now will not be able to use her. I regret having to sell her but will be interested in hearing from someone who will appreciate this type of boat and will be able to make use of her. There are no liens on the boat and the storage has been paid. I am asking \$24,500.00 as is.

For further information please write:

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With every requirement in perfect condition.

Speed over 20 knots;
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YACHTSMEN'S SWAP CHEST

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Charter an Amphibi-Con Auxiliary and cruise the Florida Keys; or Chesapeake next spring. Ideal boat for one or two couples. Experienced sailors only. Write or phone Triangle Marine Co., 5395 St. Paul Blvd., Rochester 17, New York.

Lightning #6717 Brand New. No spars or rigging. Top construction. Will trade. Henry Baay, 24 Lee St., Marblehead, Mass.

Resident surgeon, 28, between appointments, desires deep water cruising or racing berth first three weeks July. Previous experience. Blake Cady, Boston City Hospital, Boston 18, Mass.

"Tradition"—A few weeks still available 1959—privately owned 60' auxiliary luxury schooner. Crew: captain, experienced all West Indian waters—excellent chef handles all provisioning. Accommodates 4-6 amply. \$800 per week. Dr. Frank A. Calderone, 151 North Franklin Street, Hempstead, L.I.

Position as crew on charter sailing vessel June-September desired by able-bodied college student, several years experience small boat sailing, work in marina. Stewart Chichester, 1255 Briarcliff, Macon, Georgia.

32' Twin Screw '53 Sport Cruiser, 6 sleeper, 2 cabins, fly bridge, outriggers, fish chairs, radiophone, hull, machinery excellent condition, \$9,250. Howard V. Conkey, 100 E. 42nd St., N.Y.C.

Vice commodore collegiate sailing club wants to crew, June thru mid-September. Intelligent common sense, initiative. L. G. Cosentine, 505 N. Carroll, Madison, Wisconsin.

Ratsey spinnaker staysail 17½ x 17½ —\$100. 30 pound Danforth \$20. Buell hand operated horn \$30. Several sailboat propellers. Alger Doland, 2700 Que St. NW, Washington-7, D.C.

Thistle 17' racing and cruising sailboat new 1959 \$1290. F.O.B. Ohio less sail and equip. Crownsnest Yacht Broker, 2845 Haring St., Brooklyn 35, N.Y.

Man 23, neat, reliable, intelligent, experienced charter boat fisherman, desires steady position as mate on any kind of craft or will take job as captain of small yacht. Ray Fahrner, Jr., 3133 Villawood Ave., Pittsburgh 27, Pa.

For Sale: New Sea Sprite fiberglass sloop 6 H.P. Palmer, Dacrons, sleeps four William Gray, 36 Genevieve St., Putnam, Conn.

Wanted: Old outboard motors any make pre 1936 over seven Horsepower. Please send model, serial number and condition. Richard Hawie, 31 Hillside Dr., Easton, Conn.

Wanted: Teacher 26 desires job as

ing and seamanship. Box 243, RFD #3, Huntington, N.Y.

Sea-Dog Bosun' chair made especially for yachtsmen \$15.00. Heaving line made for throwing \$10.00. Check or M.O., W. Lincoln, 1825 Redwood St., Charleston Hts., South Carolina.

For Sale: 32' auxiliary sloop Nova Scotia built 1958. Sleeps four, full headroom, Graymarine. G. Lutz, Box 645, Moncton, New Brunswick, Canada.

Ocean front home 9 rooms, 4 baths, furnished, on historic Long Beach Island, "6 miles at sea". Boating paradise. \$23,000. Terms. H. J. Mullin, Saddle River, N.J.

For Sale: Herreshoff S #60-A; nylon jib and modern spinnaker, stainless wire needs new main. Located Brighams, Greenport. Any reasonable offer. Walter Millis, Brookville Road, Glen Head, N.Y.

Zara, your magic carpet in the Caribbean. Cruise Grenada, the wonderful Grenadines, St. Vincent, Martinique aboard chartered yacht. Write Jack Morin. Yacht Zara, St. Lucia, B.W.I. Tech dinghy — like new, fiberglass, aluminum spars, and dacron sail by Ratsey: \$650.00. P. C. Newbury, Guilford, Connecticut.

Lightning 4108—Seaman built. Connecticut, Rhode Island District. Champion 1951. Winner Noroton, Pequot and Stamford Regattas 1952. Dacron sail by Hard. A-1 condition. Varnished and painted this fall. Asking \$1500. Kim Gorman, Darien, Conn.

Maine-built Eastward Ho! sloop. Sleeps four. Dacron sails. Celastic decks. Built 1957. Merriman Fittings. 22 HP Palmer. Dinghy. Many extras. Top-notch condition. Situated Massachusetts. Cdr. Eric Purdon, 5017 Allwood Drive, Alexandria, Virginia.

37' Alden ketch newly refinished \$7900. Will consider trade for 25' racing-cruiser of good design. A. D. Pelletier, 6236 Rose Terrace, Plantation, Fla.

For Sale: New 18' Jolly Class sloop, #193. Dacron main and genoa, nylon spinnaker. Roller reefing. \$1650.00 including trailer delivery in northeast U.S. Richard Redfern, Bellaire, Michigan.

Plato? Einstein? Phooie No! Next summer we look to a life of adventure. One Yale and one Princeton freshman—any job, anywhere—yachting experience. Please contact Floyd Russell, 255 Yale Station, New Haven, Conn.

Revising your rig. We are. We could use synthetic genoas and C.C. spinnaker to fit a foretriangle luff 69'6", perp. 66'6" base 23'4". Mail full description to B. K. Porter, 127 Elm St., Marblehead, Mass.

Island home in Buzzards Bay reached by good road and causeway. Year round Cape Cod on about acre landscaped near beach and boat harbor. A. C. Small, Box 304, Fairhaven, Mass.

Florida Charter-auxiliary sloop, 25 hp Universal, full headroom, galley, enclosed head, completely equipped. Ideal for a couple or small family. \$25.00 per day from Miami. For descriptive brochure, available dates, write Frank Sumner, Jr., Box 344, Delray Beach, Florida.

Captain with 20 years experience in sail, gas, diesel (including all 71's and 110's) on Lakes, Coastwise, in Bahamas and West Indies. Address Captain, 7207 Newport Ave., Apt. 6, Norfolk, Va. Phone Madison 7-5685.

Couple with Lightning experience would crew, sail, share expenses for week or two in March in Bahamas or Indies. Sweeney, Rt. 1, Williamsburg, Michigan.

Glamour Girl—Dyer 16' Fiberglass bass boat. 65 H.P. Tunnel Stern. Trailer. Fully found. Top condition. R. Servais, Jewell St., Mansfield, Mass.

Sailing instructor, 29, seven summers experience, 5 as head instructor, available early June. Will send re.

St. John's School, 2401 Claremont Lane, Houston 19, Texas.

24' Aux. C.B. Sloop, Galley, head, sleeps two, mahogany planked, fully equipped, excellent condition, \$2200. Donald Weeks, Meredith, N.H.

Wanted: 4" x 7" oval portlights, 5/16" BBB anchor windlass, #2 sheet winch, galley sink & stove. William Zieman, Sleepy Hollow, Plainfield, N.J.

Wanted Synthetic Sails to recut: Main 36' hoist 24' foot 41' leech; jib 35' Hoist 18' foot 28' leech specify material, weight, age, price. John O. Zimmerman, 138 Ocean Avenue, Amityville, N.Y.

Cruise the Virgin-Windward-Leeward Islands aboard a chartered yacht. Free literature, write Kit Kapp, Yacht "Fairwinds", St. Thomas, Virgin Islands.

Sloop, 1952, 35' x 9' x 5'5" double-ender, hard chine, 1" planking (2 layers ½" plywood) tall man's headroom, 16 H.P. inboard, monel tanks, stainless rigging, lifelines, pulpit, galley. Sleeps 5, enclosed head, 2 perfect suits sails. Now wet storage Brooklyn slip. \$5000 (consider trade up or down). Worth 2-2116, Freedman, 285 Lafayette St., N.Y.

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Miami News Bureau

Biscayne Bay, Miami, Fla., will be the scene of YACHTING'S 1959 One-of-a-Kind Regatta. Coral Reef YC is host

THE MONTH IN YACHTING

ONE-OF-A-KIND REGATTA

► The Fourth One-of-a-Kind Regatta sponsored by YACHTING will be held on Biscayne Bay, Miami, Fla., Feb. 21-23 with Coral Reef YC as host, and an interesting entry is assured for the revival of a series last held on Long Island Sound in 1954.

Almost half of the entry list, which should be something over 30, judging from present indications, will be boats new to this competition since the last regatta was held. Most noticeable trend is the increase in catamarans, and there should be at least half a dozen boats of this type.

In previous One-of-a-Kind series, several different catamarans of widely varying size and type disappointed their adherents badly in their performance, but there has been a great deal of development in the last five years.

The new catamarans will have to prove themselves in the toughest kind of competition, as the fastest mono-hull boats in the world will be represented,

all sailed by top skippers. Such classes as the Thistle, International 14, Highlander, Jolly Boat, Flying Dutchman, 5-0-5 and the Inland Lake Class A, E and C Scows will all be sailed by class champions or sailors who have done very well in championship regattas. George O'Day of Marblehead, Mass. whose many titles include the Mallory Cup for the men's NAYRU championship, will sail the International 14 as that class's titlist.

Harry Melges, Jane and Bob Pegel and Gordon Lindemann will be the Scow representatives and Class president Lloyd Emory of Chesapeake Bay, often a Mallory finalist, will sail the Jolly Boat. John Jennings of St. Petersburg, Thistle champ and twice Sears Cup runner-up, two-times Highlander winner Buck Bailey of Corpus Christi, Tex., Comet runner-up Jac Corey of the Chesapeake, Jim Schoonmaker of Greenwich, Conn., third in the Star World regatta, and ranking Raven, 110, Light-

(Continued on page 424)

Rosenfeld



CLINTON H. CRANE

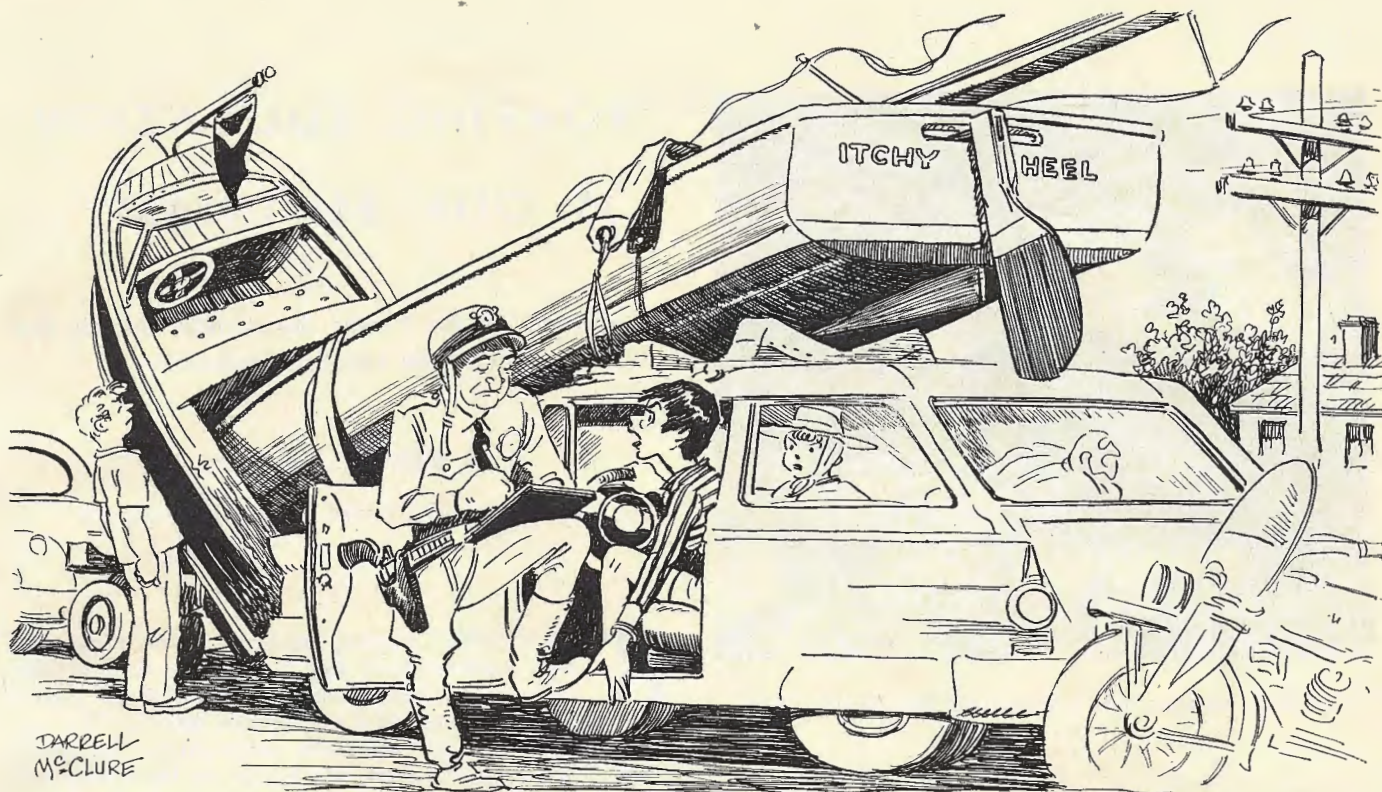
► One of the all-time great yacht designers passed away with the death of Clinton H. Crane in Maine on Dec. 1, at the age of 85.

In a designing career that spanned half a century, Clinton Crane designed just about every kind of yacht there was, from world-record-making speedboats to huge steam yachts, from half-rater sailboats to ocean going schooners and an America's Cup Class J contender. And he was as great a sailor as he was a designer, steering many of his own and other yachtmen's craft to victory.

Clinton Crane's first fame came in
(Continued on page 425)



The varied fleet at the 1954 One-of-a-Kind



"BUT A SAILBOAT ALWAYS HAS THE RIGHT-OF-WAY OVER A POWER BOAT!!"

NEW RACING RULES ADOPTED

► By all odds the biggest news to come out of the International Yacht Racing Union meetings at London in November was the adoption by the IYRU of new racing rules almost identical to those the NAYRU has sailed under since 1953. The new rules become effective Jan. 1 and apply throughout the world. American sailors will no longer have to learn different rules when they go abroad.

For next year they *will* have to learn the new IYRU code, but that's easy. There are a few new definitions and the right-of-way rules are arranged and worded somewhat differently. There are, however, no new principles.

This should be especially gratifying to the NAYRU Rules Committee because, in effect, the action indicates that the rest of the world recognized the NAYRU rules as being a sufficient improvement to switch over to them.

This recognition was accelerated largely because of Niels Benson of Sweden and King Olav of Norway. When he was Crown Prince, the King was chairman of the New Rules Committee of the IYRU, and he was succeeded by Benson upon ascending the throne. I've had the pleasure of serving on this committee under both of them. They not only know the rules but also are good and forceful diplomats in getting agreements from other countries. Largely through their efforts, rules similar to the NAYRU rules were tried successfully in the Scandinavian countries in 1958.

(Continued on page 423)

MARINE CORPS LIGHTNING RACE

► The Marine Corps Schools annual frostbite regatta on the Potomac at Quantico, Va., continues to rank as a major off-season event for Lightning kippers. Thirty-seven boats from Georgia to Connecticut competed in two days of keen racing in mid-November. Only about five points separated the first five boats. The fleet raced in a 10 to 12-mile southeast breeze the first day, seven to 10-mile northeast wind on the second.

An MIT student, Oliver Filippi, sailed *Voodoo* to a 1-2-7 finish for a total of 104.5 points and top honors. Thomas Fallon of the Buffalo Canoe Club in *Flare* wound up right on the stern of the Massachusetts skipper, at 104.2 points. John McIntosh of the Savannah (Ga.) YC was third in *Scalawag*, with 101.6 points. The next three places were taken by Jim Carson, Bay Head, N.J., 100.2 points; Marbury Fox, Baltimore YC, 99.2 and Dr. Jim Gilbert, National YC in Alexandria, Va., 89.1.

MALCOLM DOUGLAS LAMBORNE

SMALL BOAT TRAINING FACILITY

► A plan for making "post-graduate" racing training under sail available to promising young people who have graduated from the yacht club junior ranks at 18 is well under way by an organization called Small Boat Training Facility, with headquarters in New York.

Exact methods of operation are still under discussion, but the plan is, generally, to have at least five International One-Design 33' o.a. sloops and a powerboat to act as "mother ship." This flotilla

would go from community to community, on a prearranged schedule, giving training to young people on weekdays and to older ones on weekends, including probably taking part in local class racing on one weekend day. The boats would be taken care of by a group of young men, some from abroad and some from different parts of this country, who would live aboard the fleet and act as regular crew. A paid expert would be in charge of the whole facility, and the mother ship would act as committee boat for races, and tow the sloops from port to port.

The idea, originally conceived by Herman F. Whiton, famous international (Continued on page 423)

BLUE WATER MEDAL TO HOLCOMB

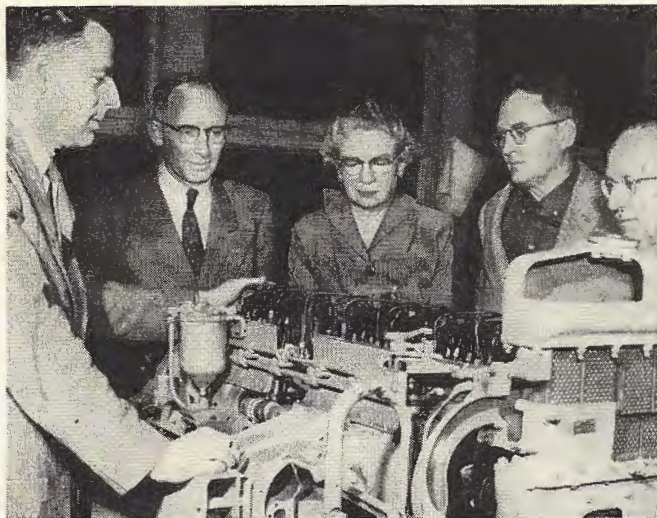
► The Cruising Club of America's Blue Water Medal for 1957 was awarded, at that club's annual meeting Nov. 7, '58, to Dr. William F. Holcomb, of Oakland Cal. In 1957, Dr. Holcomb with his wife and other crew members completed a leisurely four-year voyage around the world in the 48-ft. schooner *Landfall II*.

Sailing from San Francisco in September, 1953, they made the voyage down the West Coast and via the Galapagos, Pitcairn, the Marquesas, Tahiti, the Fijis, New Zealand, Australia; then on to Bali, Singapore, Colombo, the Indian Ocean, Aden, the Red Sea, Suez Canal, the Mediterranean and on to England. Subsequently they coasted down to Casablanca, crossed to the West Indies, visited New York, and eventually re-

(Continued on page 424)



Girl Scout Mariners take a Hempstead Bay Piloting Course



Press-Gazette

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The Buffalo PS demonstrates the Piloting course on WBEN-TV

"BOATING EDUCATION IS OUR BUSINESS!"

The Growth of the Power Squadrons Reflects the
Demand for Nautical Instruction

By LESTER C. LOWE, JN

Chief Commander, United States Power Squadrons

RECREATIONAL boating has been steadily increasing as a national sport and, in meeting the growing demands for instruction, the United States Power Squadrons has experienced a tremendous growth. This nationwide, non-political, non-profit organization, composed solely of boating enthusiasts, was formed in 1914 when the growing need for this type of education was recognized by a small nucleus of yachtsmen. They took as their motto: "Safe Boating Through Education," and established their educational objectives which are:

"To make available to the boating public free instruction in the handling and navigation of boats, to teach boatmen the nautical rules of the road and how to protect themselves from commercial shipping, to encourage the study of the science of navigation, to cooperate with the agencies of the United States Government charged with the enforcement of the laws and regulations relating to navigation, and to stimulate interest in the activities which will lend to the upbuilding of our Navy, Coast Guard, and Merchant Marine."

Throughout its years of service to the boating public, the USPS has steadfastly adhered to its motto and its objectives.

As the interest in boating increased and more and more of the public sought their recreation afloat, the Squadrons was required to expand its educational facilities. Now, 44 years after its formation, this organization's ranks approximate a membership of 42,000. Adequate coverage of all United States coast lines and inland waterways is assured by division of its organizational structure into 25 districts with a total of 253 squadrons. Each squadron is a teaching unit of the national body, of which headquarters are located in Englewood, N.J.*

The educational program offered by the USPS to the boating public is a comprehensive course in piloting, navigation, seamanship and allied subjects, with great emphasis on safety in the technique of large and small boat handling. No charge is made to the public for this instruction. The teaching staff is comprised of members of its various squadrons and is a corps of well-trained instructors who, without pay, volunteer their experience and knowledge, efforts and time. This unselfish dedication to public service is what maintains the Squadrons as a strong, well-integrated organization, and provides the basis for its constant growth.

The United States Power Squadrons is proud to state that safe boating education is its "business" . . . and "business" is better than ever!

*(Detailed information regarding the United States Power Squadron's public instruction courses may be obtained by writing the USPS at Box 510, Englewood, N.J.)



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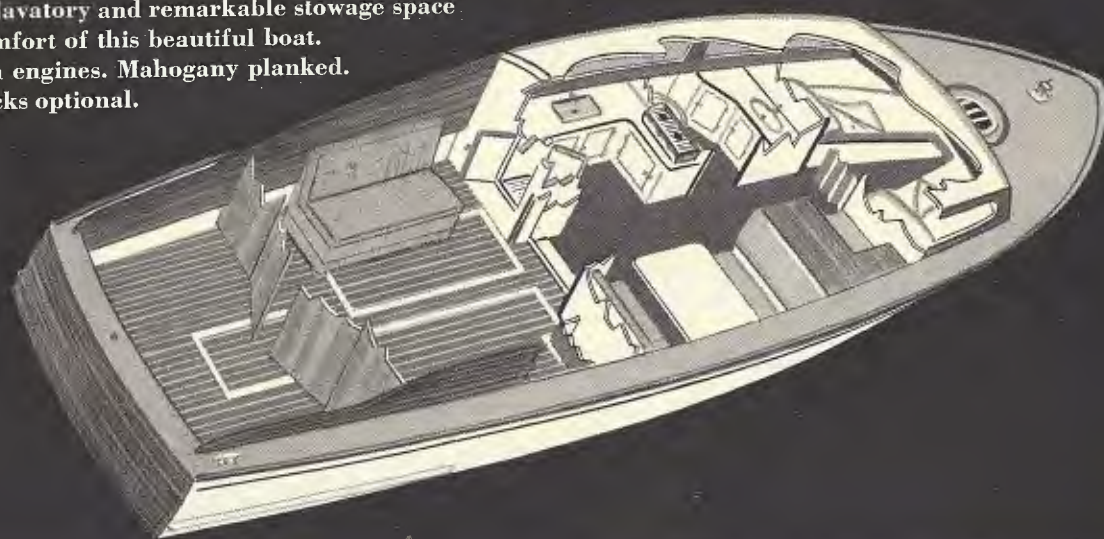
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more sun and fun!

the new convertible **SEDAN 31**

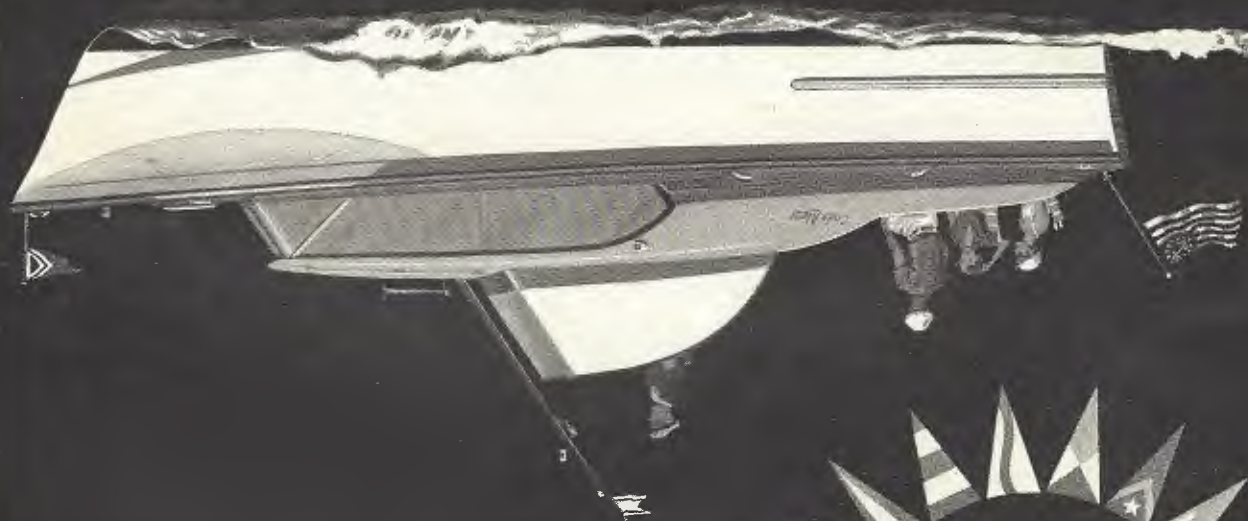
Fold back the doors on a beautiful day, for the spacious deckhouse opens to meet the large self-bailing cockpit. Bridge and cabin windshield are hinged for ventilation. Six cruise luxuriously, two on sofa bed in deckhouse, two in dinette that converts into double bed and two in full length berths in a forward cabin separated from the other cabin by an accordion door.

Large galley, lavatory and remarkable stowage space add to the comfort of this beautiful boat.

Single or twin engines. Mahogany planked. Teakwood decks optional.

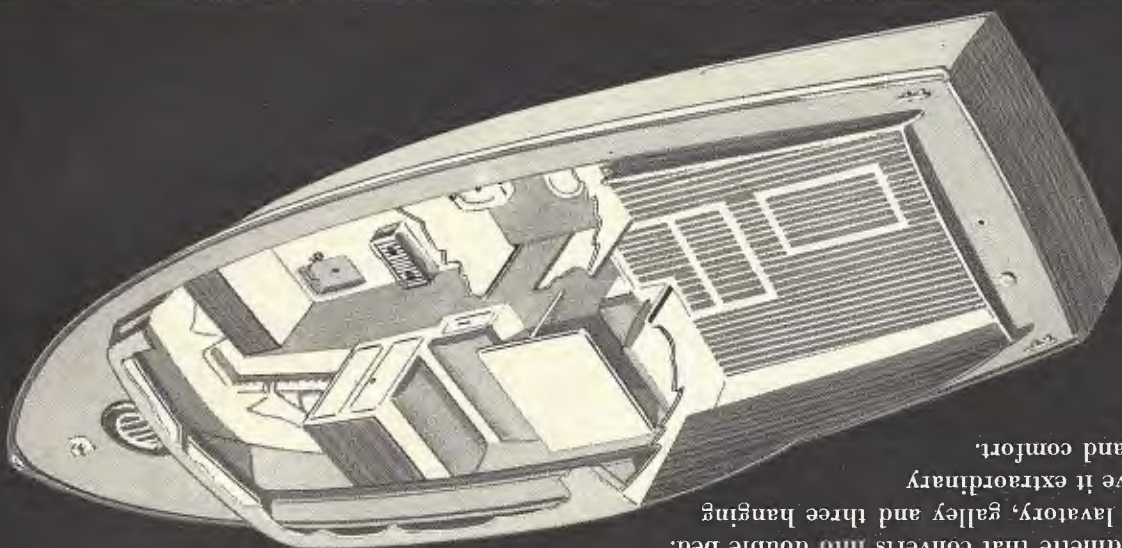


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the GULFSTREAM 28 with flying bridge and walk-around decks!

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Write: CRUIS ALONG BOATS, INC., Solomons, S, Maryland • Subsidiary of *The Overlakes Corporation*

Under the Lee of the Longboat

by
Spun Yarn



AS I GO MY APPOINTED ROUNDS I discover a lively interest in the time allowances granted boats of the small classes in ocean races. Specifically, the boys want to know whether in the 635-mile Bermuda Race of 1960 the allowances will once more be figured on the basis of a race 675 miles in length. Since the conditions for the 1960 race have not yet been formulated, this is as good a time as any for a review of the situation. Originally, the conditions were weighted to give the owners of small boats an incentive for competing against the large ones. In theory, ocean racing is fun, but it's less fun to be licked before you start and more fun to have a run for your money and learn on arrival that you have saved your time on the luxury liners. So, all the contestants having been rated according to an equitable formula, 40 miles were arbitrarily added to the length of the course to give the little boys a break.

Not since 1950 has a Class A boat won the race. A Class C competitor took the Bermuda Trophy in 1952 and another boat in Class C won in 1954. In 1956, when the fleet became so large that it was necessary to divide it into four classes, *Finisterre*, in Class D, took top honors. Last year *Finisterre*, a two-time winner, was followed across the finish line (in corrected order) by no fewer than 23 other Class D boats before *Glory*, a Class C entry, placed at the top of her class, *Touché*, winner in B, was 37th in the fleet, while *Legend*, winning in the largest class, demonstrated even more convincingly how the mighty had fallen. She placed 64th in a fleet of 108 finishers. If handicaps had been arbitrarily chosen not on the basis of a 675-mile race but of a race 675 yards in length the little boat would still have won hands down. To make a long story short, small boats have so astoundingly demonstrated their ability in long distance racing that they no longer need an artificial inducement to take part. Next on the agenda should be a campaign to induce the weather gods to listen to reason and give the big boys a break. As intimated, it's less fun to be licked before you start.

Unless changes alter the picture between now and press time there will be three North American yachts in the fifth triennial race from Buenos Aires to Rio de Janeiro, scheduled for January 18th. *Eventide II*, a new light displacement sloop owned by Stephen M. Newmark, of Los Angeles, is an entry I hadn't heard about when Bill Moore's *Argyll* and Charley Granville's *Angelique* were mentioned a while ago. Steve Newmark, whose earlier *Eventide* placed third in her class in the 1951 Honolulu Race and took a first in

the 1956 Acapulco Race, has had the South American adventure in mind since before *Eventide II* was designed. Included in her crew will be Bill Lapworth, the designer, Rolly Kalayjian, her builder and Kenny Watts, her sailmaker. Newmark had originally hoped to ship her to Buenos Aires from Los Angeles, but, finding that the Argentine State Lines would be unable to pick her up there, arranged to have the new boat transported overland to New Orleans and shipped from there. She will be the first Pacific yacht to sail the race.

For a yachtsman who has an ocean race or two in his own back yard it seems a long way to go. But let me look at the situation from a slightly dyspeptic angle. In 1957 the sloop *Legend*—another light displacement job—won the 2225-mile Honolulu Race. Application of what is referred to in official jargon as a "light displacement plus correction of more than 12%" to make the Honolulu rules conform more closely to the Bermuda Race rules has had the effect of barring *Legend* from next summer's race. In 1957 the 83-foot M-Class sloop *Barlovento* finished first, but to date I have heard nothing about having 10 feet cut off her ends so that she will fit the Bermuda rule. Anyway, *Barlovento* didn't really get to Diamond Head first. The 46-foot catamaran *Aikane* started a few minutes after her and finished 26 hours ahead of her, having just cruised home from San Pedro—at speeds occasionally touching 18 knots—for the heck of it. Remind me to ask Steve Newmark on his return from Rio whether catamarans as well as light displacement craft are welcomed in the balmy waters of the South Atlantic.

In the excitements of last June I neglected to comment on the relative excellence of the long range weather predictions turned out by "The Farmer's Almanac" and "The Old Farmer's Almanac." Old Reliable (founded in 1792) thought the day of the start of the Bermuda Race would be foggy. Junior (not established till 1817) predicted gales on the east coast. The United States Navy, working at shorter range, broadcast at 0800 of June 14th OVERCAST SKIES VISIBILITY 4 MILES EXCEPT IN FOG WIND SOUTH-WEST 4 KNOTS X BRENTON LIGHT WEATHER UNAVAILABLE—thus leaving it to the addressees of the radio dispatch to determine whether at Brenton Reef Lightship the weather forecast was unavailable or whether light weather was unavailable in the vicinity of Brenton—a sort of straddle between the gales of one almanac and the fog of the other. But exactly 5 hours and 14 minutes later the

(Continued on page 369)



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room and conveniences than an ocean-going vessel three times its size and ten times its cost. Outside sources of water, light, power, and even sewage disposal, have no bearing on where you "drop anchor" for the night, for the week, or the month. A pressure system supplies water for drinking, cooking and bathing. Electric power for lighting and pumping. The Airstream "Sanitator" makes public toilet rooms obsolete. Heating and refrigeration, of course—with butane.

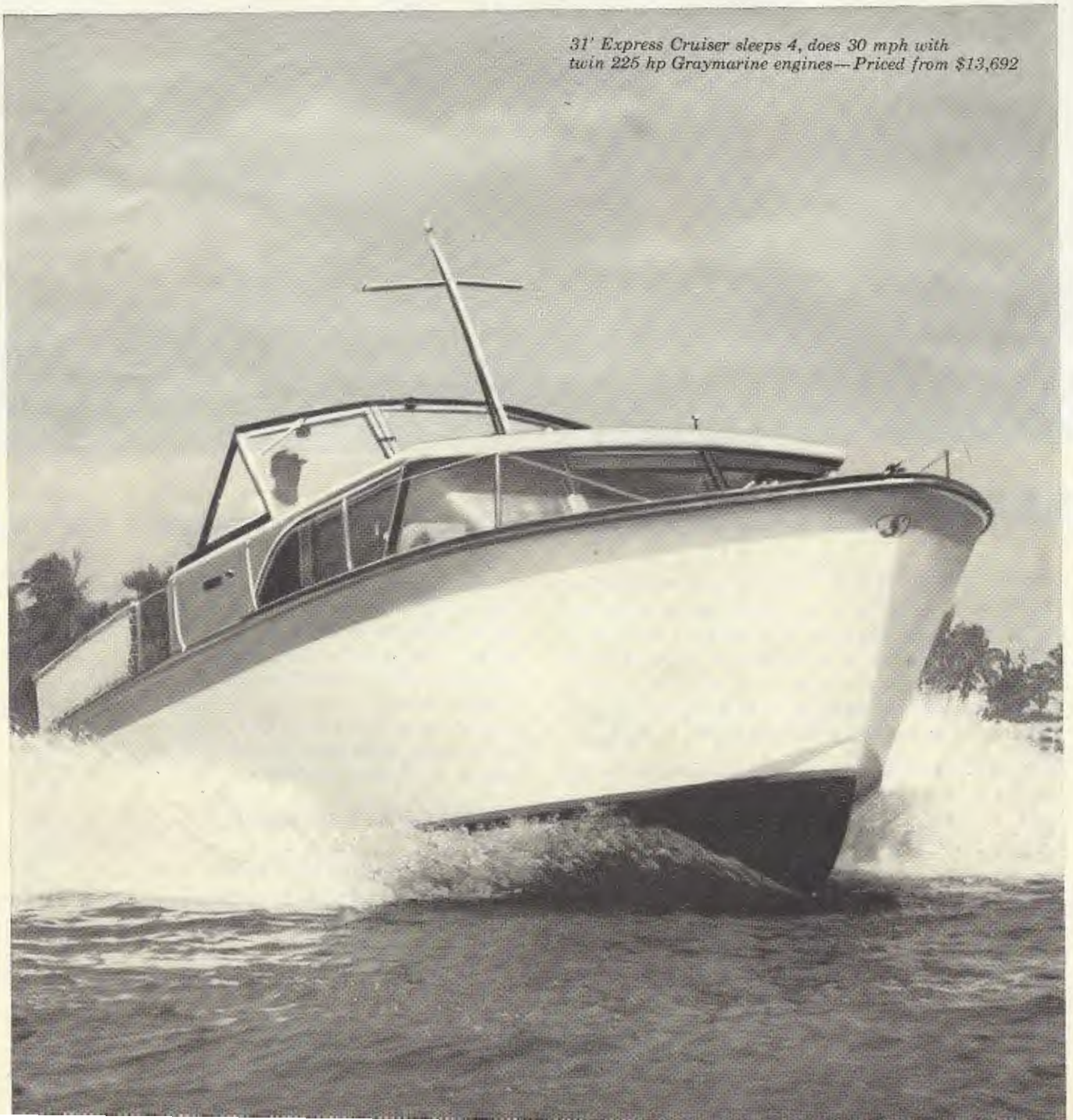
Road-voyaging with an AIRSTREAM Land Yacht* means

- ... full travel independence. Ignore time-tables, tickets, packing, toting;
- ... always the same wonderful beds, every night; the same as you have at home;
- ... you can forget restaurant queues, tasteless food, bellhops, tips;
- ... taking all the things you want... clothes, books, gadgets, fun-gear, anything.

Yes, Airstream Land Yachting* is a better way to travel, here in North America or anywhere in the world. Get the facts, then *see* an Airstream Land Yacht*. Write for free interesting literature and list of dealers.

STEEL... WITH STYLE
SAFTICRAFT is the

*31' Express Cruiser sleeps 4, does 30 mph with
twin 225 hp Graymarine engines—Priced from \$13,692*



...AND SPEED

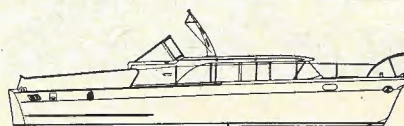
BIG news of the shows!

SAFTICRAFT STEEL means cruisers that are faster, stronger, lighter, more maneuverable, and safer than wood-hulled boats! SAFTICRAFT's special alloy steel hulls are corrosion-resistant, and "crimped" with stamped-in reinforcing ridges for double strength. Once-a-year painting is the *only* painting needed!

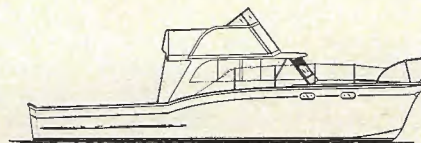
SAFTICRAFT STYLING is in a class by itself! Lines are smooth, flowing, graceful. New flared bows add to beauty and performance. Interiors feature hand-rubbed mahogany and decorator-styled fabrics; luxury models offer color-matched carpeting as standard equipment!

WHY SAFTICRAFT STEEL HULLS ARE SUPERIOR

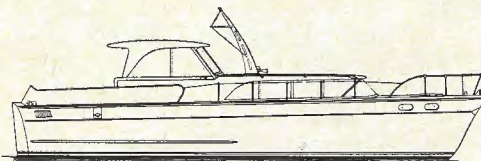
- ★ Virtually indestructible; steel shrugs off collisions that would demolish wood; far safer if you strike rocks, reefs, submerged logs, etc.
- ★ Lasts practically forever; free of dry rot, deterioration!
- ★ Can't leak, thanks to seamless construction; no caulking needed, ever!
- ★ Can't be damaged by honeycombing marine borers, other marine growth!
- ★ Can't soak up water, stay as light as the day they're made!
- ★ Joints can't weaken and work loose in heavy seas; seams can't open!
- ★ Won't scuff, sliver, or gouge; can be sand blasted, scraped, power sanded without marring.



35' Express Cruiser sleeps 6, priced from \$19,684. Standard equipment includes 110 volt water heater, searchlight and compass.



35' Sports Fisherman sleeps 6, gas or diesel powered. Also available in both 31' and 42' models with dual controls and flying bridge. Priced from \$15,000.



42' Countess Express Cruiser sleeps 5, has 6'4" head room; priced from \$33,270. Queen Liner Express Cruiser sleeps 7, has private master's stateroom. Duchess Express Cruiser has large enclosed bridge area.

SAFTICRAFT

BY DUPONT

PATTERSON, LOUISIANA • TELEPHONE 3504

New Boat!

"Bringing Up" an Auxiliary From Planning Through Shakedown

By BILL ROBINSON



Rose Boos

"Mar Claro," a new 24' Amphibi-Ette, (with genoa set as "poor man's spinaker staysail"). Convertible hood is off cabin, with frames left up as grab rails

THE COST OF OUR NEW SLOOP included a clothes dryer. It is not in the cabin as ship's equipment—heaven forbid in 24 feet—but its price is as much a part of the deal as the sails, bunk cushions or spars. This is how it got there.

When the golden day finally arrived upon which it seemed possible, at least to me, to swing a new boat financially, I collected folders and pictures, made the very best, coldest and driest martini I knew how, sat my wife down in her favorite spot on the sofa in front of blazing driftwood in the fireplace and prepared to make her think the same way.

It was one of the shortest pitches on record. Over the rim of her glass, my wife's eyes rested on the folders beside me, and before I could open my mouth, this is what she said.

"I know. You're getting a new boat. That's fine, but I want a clothes dryer."

"Well, sure, dear—" fingering a folder, "she's 24 feet and—"

"Do I get a clothes dryer?"

"Yes, dear," with a gulp so slight only the gulper would ever detect it, "go right ahead."

"Fine. I'll call the appliance store in the morning. Now mix me another martini as good as this one and tell me all about our new boat."

(And, as an aside, a dryer was not a bad idea at all for a sailing family. Wet sails, bunk covers and clothes are ready for re-use in short order. No longer do we have to wait to go sailing until the wash is hung on the line.)

But to get back to the boat from the quickest clothes-dryer sale in history. The process of acquiring a new boat has a special fascination compounded of the fun of figuring out requirements, planning how to make them a reality, and then discovering how they work out. An intelligent approach

to the process calls for careful analysis of these requirements. How often has infatuation with the sweep of a sheer line or the curve of a bow sold a boat that was highly unsuitable for the intended use and ended up causing disappointment and dissatisfaction?

These, then, were our requirements: low cost (what else?), shallow draft for home waters on New Jersey's Shrewsbury River, room to sleep our family of five for at least short cruises, sailing ability in a boat simple enough for children to handle, easy maintenance, and adaptability to day sailing, the most frequent use.

Every boat is a compromise in some way, but this looked like an unsolvable case of eating your cake and having it too. There was, though, in the back of my mind, the memory of a talk with Farnham Butler when the National Motor Boat Show was still at Grand Central Palace. He and Cy Hamlin had just developed the Controversy type at the Mount Desert Yacht Yard in Maine, and his earnest reasoning on the economies and space advantages gained from reverse-sheer, light-displacement construction made sense to me at the time. Of course it was a time when I couldn't afford a pram, much less a cruising boat, but, as everyone who dreams of owning a boat is firmly convinced, there would come a day.

So—when the day did come, the Mt. Desert boats were among those I considered, also because an old friend from World War II Navy days, Harry Parker, had an agency for them at his South Freeport, Maine, yard, and always greeted me when our paths crossed with a cheery "When are we going to build you a boat?"

Out of the original Controversy type*, Butler and Hamlin had developed several variations, including two "amphibious"—because they could be trailed—classes called the Amphibi-Con and Amphibi-Ette. These were available in various stages of completion from Mt. Desert, and the buyer could then finish them off himself or have a yard do the job professionally.

This trailing feature was a dividend I hadn't previously considered in a boat that could sleep our family. It meant an entirely new concept of cruising range. Instead of the time spent in an afloat passage to good cruising country, we could

* (See YACHTING, Jan. 1952, p. 94, Dec. 1952, p. 60, March 1953, p. 61, Sept. 1954, p. 61, Dec. 1954, p. 68, Dec. 1955, p. 68, August 1957, p. 46.)

get there by road in a comparatively few hours and spend all our afloat time where we wanted to be.

A careful, skeptical check-off of her features finally convinced me that the Amphibi-Ette had practically all the requirements we wanted wrapped up in one boat. Here's how we ticked them off, sitting in front of the fire.

Cost: The base price (now \$5500) was within reach, with a couple of handy hedges. With the Mt. Desert policy of selling boats in partially complete stages, we could call a halt to the finishing-off process any time the budget dried up, leaving her as a day sailer to be gradually completed. Also time payments were available (and we ended up financing the last stages.) Since she was powered by an outboard in a well, that would be a cost saving, and the motor could be bought separately, when convenient.

Size: 24½" l.o.a. × 7'9" beam × 2'4" (board up) draft fitted the way we would use her.

Berths: She was designed for four single berths—two quarter berths in the main cabin and two pipe berths forward, but the forward section could be changed to suit us, since the mast was stepped on deck. Instead of two single bunks and a separate head compartment, we could have the whole area filled with a big platform bunk that would berth mother and daughters, aged 12 and 9, with the head centered underneath the after end of it. There was also room for the 9-year old to use a sleeping bag on a cockpit seat in good weather.

Day sailing vs. cruising: This is usually the joker in a small boat. If she has a lot of bunks, her cockpit will be postage stamp size and no fun to spend most of the day in. All that space below decks is wasted for a big percentage of the time you use her, but the Amphibi-Ette has a convertible canvas hood for the main cabin, making it available as cockpit space too.

Sailing ability and simplicity of handling: Time would tell. Harry Parker and Farnham Butler both gave conservative, Maine-type opinions that she "should do well enough" (only one other Amphibi-Ette had been built and had not been tested much against other boats), and would go to windward with board up.

Ease of maintenance: Strip-planked underbody and Harbortite plywood topsides and deck should eliminate caulking problems and make painting easy. Aluminum spars would be easy to maintain, too. Use of an outboard simplified mechanical maintenance.

Objections: I must admit to esthetic hesitancy about reverse sheer and the convertible hood. They were not, to my traditionalist eye, elements of a handsome sailboat, but I was willing to live with the excuse that "you can't see what she looks like when you're sailing on her" until I tested how valuable they were as functional features. I also had reservations about really being able to sleep five.

My wife had no other objections to add, preferring a "wait and see" attitude about the whole thing, especially sharing a triple bunk with her daughters, so the next day I practically knocked Harry Parker off his chair in South Freeport by telephoning to tell him that his slightly used joke about

(Continued on page 358)

Aluminum mast stepped on cabin trunk is easily lowered by hand, opening new cruising areas. Hood frame acts as boom crotch. Note 15½' daytime cockpit

Photos by the author



Canvas hood in place, sailing or at anchor, gives 6'1" head room



Versatile hood has many combinations. This is the "porch"



WIN AND I have had several boats, but they'd all been second-hand. Good boats, almost all, but defects invariably cropped up. Worn canvas, sludge in the gas tank, Topsy-designed wiring, engines that were ready for overhaul, leaky decks, blistered brightwork, frazzled lines, and even a mushroom garden in the bilge.

When we sold our last boat, we made a solemn pledge: we would do without a boat until we could get one fresh from the factory—with clean paint, new engine, solid wood, and no hidden problems to pop up in the middle of a pleasure jaunt.

For a couple of seasons we remained boatless, drawn to one idea, then another. In the first place, we love sailing. But, too often, our time available for enjoying the water just about matches the minutes it takes to beat out to the harbor entrance buoy. After sailing around this seagull-smirched object a few times, the glamor of wind power is bound to wane. Also, we like to fish, and trolling along the beach requires power, maneuverability, and shallow draft.

So, abandoning sentiment, we decided to be practical, and admitted that the really sensible boat for us would be a powerboat, with enough speed to give a change of scenery in a limited time. Something rugged and simple, good for small-scale cruising, exploring and fishing; suitable for a short afternoon or evening jaunt and an occasional overnight stay aboard.

Win said she would go along with this, as long as the boat was not *too* rugged and simple, and had a reasonable degree of comfort and convenience. This included foam-rubber bunks, headroom, a galley, hanging space for clothes, enclosed head, and a table to eat on. On the surface, this sounded

New Boat!

like a fairly large boat, probably custom-built, accompanied by a whopping price tag. So, we saved our chips. Then, one day, we saw a brand-new 22-ft. Chris-Craft Cavalier cruiser sitting in a dealer's yard. You couldn't miss her. The hull was gray and white, with a bright varnished deck and cabin and a pink top.

"Let's take a look," Win said.

My instinctive reaction was to draw back. It seemed too small to have any of the features we wanted. And, my ideas on color schemes had always tended toward the conservative.

"But why be backward?" Win asked. "There's no reason for a boat not to look pretty."

So we climbed aboard.

The hull was three-eighths, five-ply fir on mahogany frames, with three-eighths plywood mahogany decking. The cabin top was one solid piece of molded fiberglass, and a hatch in the foredeck gave access to that area for anchoring and mooring without your having to "walk the plank" along the side. With a 95-hp. engine, the boat would scamper along at about 26 m.p.h., putting the best fishing or frolicking waters in our area all within quick striking distance. The 30-gallon tank of gasoline would enable us to run her all

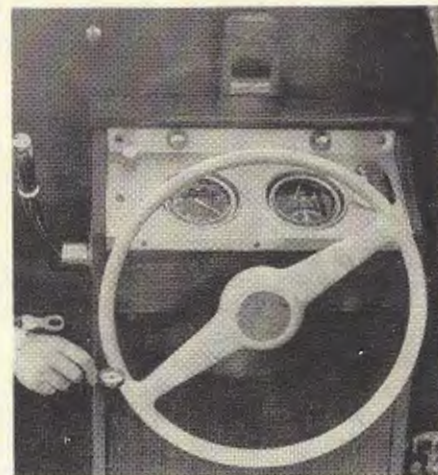
The Whys and Wherefores of Buying a Small Cabin Cruiser

By ELBERT ROBBERSON

Photos by the Author

day at a respectable cruising speed.

Immediately, we began to find the features we thought could be had only in a larger boat. Most of our time aboard is spent outside in the cockpit, which is nine feet long by six feet wide—enough room for several people. A folding canvas top gave shade or shelter from the weather. The steering position was on the starboard side, making it easy to keep track of vessels which have the right-of-way. There was plenty of walkway around the engine box, which was upholstered into a handy seat, and the engine space was ventilated on all sides.



Check to be sure your compass is not affected by other gear



To be able to park the boat you buy anchor, line, chain, shackles, thimbles, and splice them all together. Then all you need is to put on deck pipe, chocks, and something below to secure the bitter end

I had to duck my head in the cabin, but Win had plenty of room to spare. Since I am purposely a bum cook, and never stand in the galley any longer than it takes to draw a drink, this was fine. Just inside the door were full-length hanging lockers, with shelves above, on each side. This seemed smart—we could hang the wet-weather clothing in one and keep the other for our dry gear. And binoculars, flashlights and other gadgets, which the helmsman might want in a hurry, could be kept in easy reach on the shelves.

The galley got the cook's approval; it had a stainless-steel sink, two-burner alcohol stove, and enough working room for tossing a good-sized salad. Underneath the counter was an icebox big enough for a weekend load, and along-



Our 22-footer has features of a bigger boat—large cockpit, easy access to the engine, ample locker space and good-sized head

Simple racks keep galley gear securely in place

side of it there was a matching locker.

Surprisingly, the head was as roomy as those in many larger boats we have seen, with a storage shelf and plenty of space for towel bars. The bunks tested OK for size and softness, and padded storage shelves above doubled as back-rests for seating. A dining table could be set up in the center on legs fitting into deck sockets, and stowed in one of the lockers when not in use.

In short, here were all the facilities we needed, and in a small boat—one that we could take care of ourselves. This was especially important. We had owned one large cruiser, with what seemed to be acres of varnish and paint-work to maintain, which was costly to operate and to haul and store during the winter.

We knew that this was our boat, when without thinking, we both found ourselves planning all the things we were going to do—put shelves here, a dish-rack there, and move the stove a little for easier use.

"This is it," I said. "We'll have a

launching party, a splash of champagne, then off for a cruise!"

Ordinarily, a dealer delivers a boat completely "slicked up," with all of the hardware, accessories and gear aboard, so that all the new owner must do is to press the "go" button and take off. But I have always felt that part of the fun of having a boat is working on her—and here was the best kind: starting out from scratch and putting in everything exactly the way I wanted it. Besides, I figured that by shopping for the gear and installing it myself, I might save a little money. So, we asked the yard to omit all of the extras they would ordinarily furnish, and to let us have the boat just as she was.

If it had been possible, Win and I would have had the boat launched the minute we got the Bill of Sale. But there were numbers to obtain from the Coast Guard, the name *Short Wave* to be lettered on the stern, and engine adjustments to be made.

High tide happened to come when neither of us could be present, so the

dunking occurred without fanfare. Carrying the family boathook, fenders, lines, and an anchor, we finally took delivery and got aboard. There were no hooks for the fenders or chocks for the anchor, but this was not serious. We hung the fenders from the handrails and laid the boathook and anchor on deck.

"I'll take care of these details and finish fitting her out later," I said. "Let's go for a cruise."

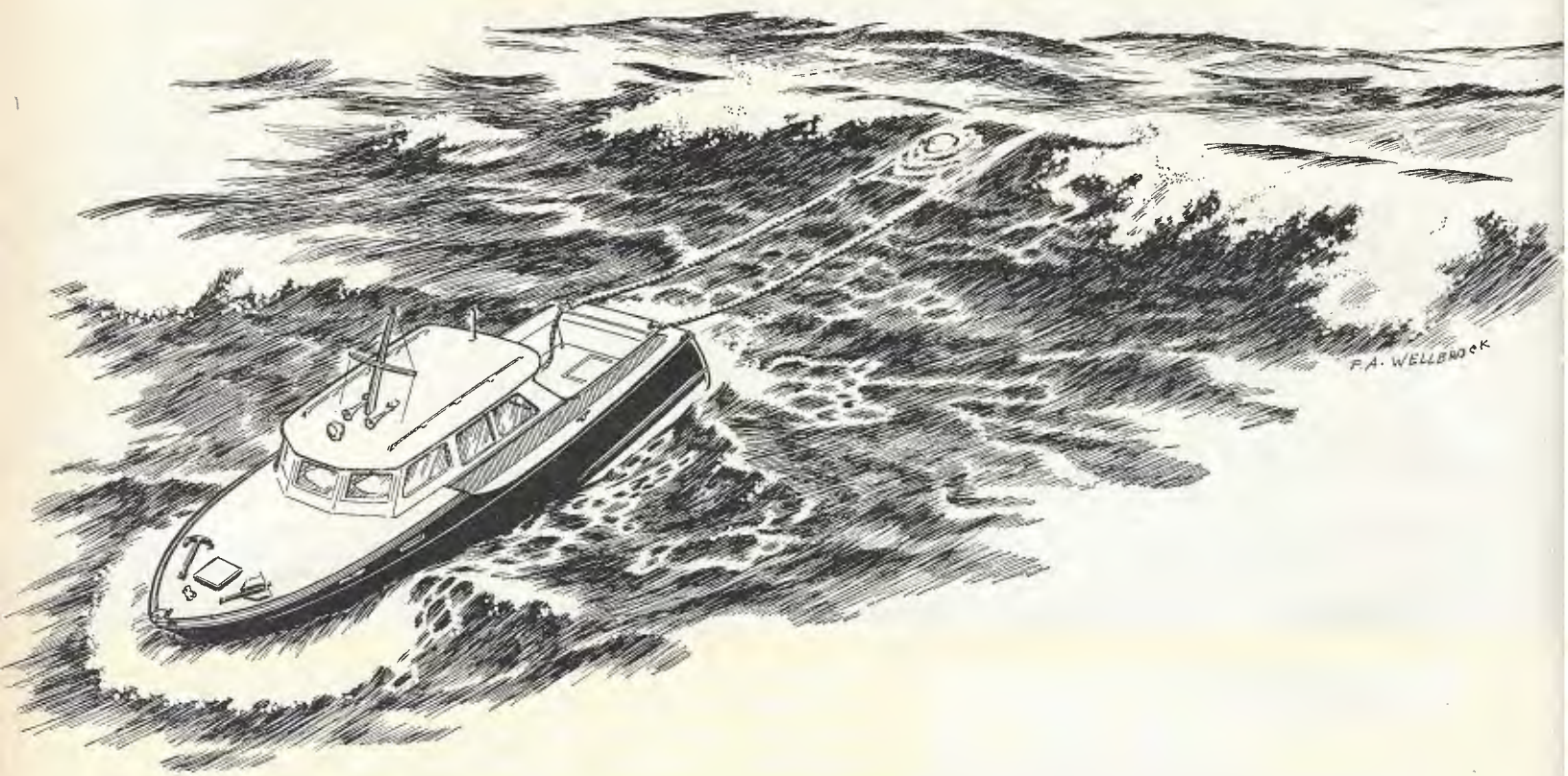
"Hold on," said Win. "I know how that works. Once we start using the boat, all work will stop, and we'll still be looking for a place to hang those fenders when winter comes. Furthermore, I've got to have some things in the galley and cabin before I'm going on any cruise."

"It'll only take an hour or two to get ready," I assured her. "Plan on a cruise this weekend."

Early in the morning of our "cruise weekend," I started. On the first of many trips to the hardware store, I got fender hooks, boathook holders, a deck pipe for the rode and chocks for the anchor. After the extra fittings were installed, they didn't look right somehow. Then I noticed that all of the factory-installed hardware had been bedded in compound. Without bedding, water could get underneath and rot out the wood, and one day soon the fittings might just pull out. Back at the hardware store, I got a can of compound.

I also remembered to get a windshield wiper. The windshield framing was an inch thick, so I got a wiper with a one-inch shaft. This proved to be too short: to go through one-inch material with enough shaft left over for the attachment of the blade, we needed the $2\frac{1}{2}$ " size. So, back to the store. Then,

(Continued on page 383)



A heavy towing hawser, at least 30 fathoms in length, can serve numerous functions in heavy weather, one as here illustrated

HEAVY WEATHER OPERATION

Suggestions on Handling a Powerboat Under Adverse Conditions

By ALEX W. MOFFAT

(Sandy Moffat learned about stormy weather seamanship during World War I when he commanded subchasers in British and French waters and won the Navy Cross for his operations against enemy submarines. During World War II he was in command of the Northern Ship Lane Patrol. He is properly addressed as Captain Alexander White Moffat, USNR (Ret.). His peacetime activities have included ownership of 26 yachts, both sail and power. The 26th, a 42-foot auxiliary ketch, was launched in 1958. In her, Sandy plans to sail, as he has for 45 years, with his wife as mate. Sandy is well known as the author of "The Galley Guide," a cook book for small boat sailors, and he has served eight terms as Rear Commodore—Boston Station—of the Cruising Club of America and two terms as the club's commodore.)

THE HANDLING of a cruising boat in a mounting sea presents a number of problems, which vary with different types of hull and different

amounts of available power. Here let us consider that we are dealing with these problems in terms of a single or twin screw hull of yacht construction, about 40 feet long, that is a hypothetical composite of several stock power cruisers on the market. Assume an economical cruising speed in smooth water of 12 knots and let us name this hypothetical craft *Hope*.

Commercial vessels of comparable size, such as small draggers, scallopers, and long-liners, are heavily built, deep, beamy, and relatively slow. Most of them have large rudders and single large diameter propellers, slow-turning through reduction gears. Superstructure consists of little more than a pilothouse or a roofed shelter for the helmsman. They are built to take punishment that *Hope* could not withstand.

Hope is built to yacht scantlings, with weight sacrificed to speed and maneuverability. She is as strongly built as the size of her timbers and the thickness of her planking permit, but she was not designed to withstand for long the pounding and wrenching of a really big

sea. Her superstructure, which has quite a bit of exposed glass both forward and on the sides, offers a lot of windage relative to her draft. The height from the waterline to the highest point of the superstructure is probably three times the depth from the waterline to the lowest point of the keel. Her stability depends on good beam, a hard turn to the bilge, and the weight of the power plant below the waterline. Handling this type of craft in rough going requires an understanding of how much driving the hull can take before leaking. It requires good judgment and good timing.

When we speak of a sea being big, we mean relative to the size of the vessel. A big sea for any vessel is one running more than three times her length from crest to crest with the crests breaking, a sea higher from trough to crest than the height of the vessel from waterline to top of superstructure. A sea that is not breaking is referred to as a swell or a roller, offering no hazard, and is created by a spent or distant storm, or it may be the forerunner of an approaching hurricane. Swells may measure 1000

Capt. Moffat's article is an excerpt from "The Experts' Book of Boating," © 1958 by Prentice-Hall, Inc. to be published soon at \$5.95 by Prentice-Hall, Inc., Englewood Cliffs, N.J.

feet or more between crests, causing large vessels to roll or pitch heavily while a small yacht happily travels up a long, gradual hill and down the other side on the same gradient. For *Hope*, a dangerous sea would be short, high, and breaking—a sea several times her length and ten feet or more in height from trough to crest. Such a sea would be higher relative to its length if a current, as in the Gulf Stream, were setting against it. In the process of making up, this sea would be short, steep and very unpleasant indeed. Relative to the size of a vessel, it is the ratio between the height and length of a sea that creates a dangerous condition.

Most yachts of *Hope's* type are not used for long ocean passages but for coastwise cruising, which does sometimes involve long runs offshore during which the weather may change radically enough to indicate that before many hours a big sea will be running. Under such circumstances the skipper is faced with a major decision, whether to seek more searoom to ride it out or to run for shelter—and if so, where.

I was faced with such a decision on June 28, 1957, in *Haven*, a 44-foot, heavily-built power cruiser drawing four and a half feet and propelled at nine knots by a single diesel engine. Her hull is like a dragger's under water, but the original owner decided to finish her as a houseboat, consequently she has a high house above a flush deck and offers an unusual amount of windage. To reduce rolling she carries a small jib and trysail. There are 6,000 pounds of lead ballast in the bilge.

We were running across the Gulf of Maine from a point off York Harbor, Maine, destination Boothbay Harbor, a distance of about 70 miles on a course to take us well outside the Portland light vessel and about 20 miles offshore. The morning weather report predicted

fresh southeast winds but neglected to mention that hurricane Audrey had taken a new lease on life, whirling northward across Lake Ontario some 200 miles west of us. The glass fell rapidly as the wind velocity steadily increased. The ebb tide out of Casco Bay and Portland Harbor was setting hard against the wind which was about abeam. This built up a short, nasty, steep sea which was obviously mounting. We had already secured everything movable and put the canvas weather cloths on the windows. Visibility was becoming rapidly more hazy.

At noon I estimated that the light vessel was just abaft our port beam, distance ten miles, visibility two miles. In spite of the steadying rig which we were still carrying, *Haven* was rolling an uncomfortable 45 degrees. I had no fear she would roll over, but the time had come to do something different. The behavior of the glass indicated that this was no ordinary patch of bad weather, so I weighed the alternatives of steaming as slowly as possible into the seas, the equivalent of heaving to, or running for shelter directly to leeward. I decided on the latter, picked a spot to swing her down wind, and off we went on a fabulous Nantucket sleighride.

By adjusting the throttle for slightly less speed than the speed of the breaking seas we were able to stay for a considerable time on the face of a single wave before it passed under us. Keeping directly before it we could steer without danger of broaching. Although *Haven* rolled heavily, no solid water came aboard. We were able to fetch Hussey Sound almost without changing course, thankful to anchor at last in the lee of Long Island. If we had decided to stay out we should have had a miserable, not to say hazardous, night. At this time the emergency radio announcement reported sustained wind velocity of

60 with gusts to 70 miles an hour.

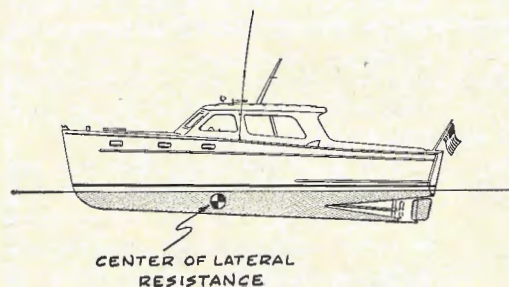
Safety is often a matter of making the right decisions promptly. To make these decisions the skipper must (a) know his ship, (b) know that his equipment is adequate for all foreseeable contingencies, and (c) at all times know his position against the possibility of having to take a new departure. He must estimate the force and probable change of direction of the wind and the number of hours of steaming from his remaining fuel. If he decides to run for shelter he must guess what the visibility will be at the time he arrives at landfall. If approach seems too hazardous, he should select another shelter with more adequate aids to navigation. In running for shelter try for a harbor shelter down wind. If it is necessary to make for a port to windward, remember that the impact of water is the sum of the velocity of the sea and the speed of the yacht. Down wind, the impact is the difference between the two. Serious damage can be caused by forcing a boat of light construction against the sea at too high a speed. Good judgment is required in reducing speed to meet the existing conditions, even though progress over the bottom may be slow.

Know Your Ship

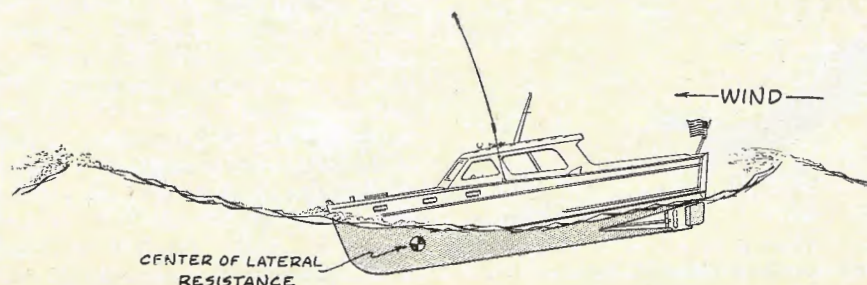
The all-important matter of a skipper knowing his ship falls into two categories, performance and equipment.

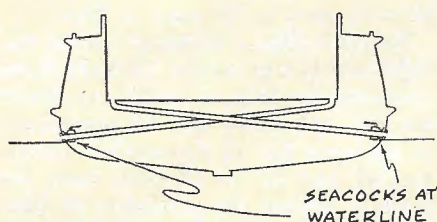
Performance means buoyancy, inherent stability, keeping water out, reliability of power plant, and rudder control under severe conditions. Buoyancy is largely determined by the design of the hull. A hull with a sharp bow with no fullness above the waterline and a broad transom stern can be dangerous in a steep, following sea. Displacement forward must increase rapidly as the bow submerges its normal waterline. For safe buoyancy a hull should have balanced ends.

Inherent stability is the factor that prevents a vessel from rolling over due to an adverse combination of sea and wind while temporarily out of control, as in the case of broaching. Factors contributing to stability are depth of hull, beam, concentration of major weights below the waterline, and the hardness of the turn of bilge amidships. A high superstructure that causes too much windage for the length and beam of the yacht of course detracts from stability.



A hull with a sharp bow with no fullness above the waterline and a broad transom stern can be dangerous in a steep, following sea. Displacement forward must increase rapidly as the bow submerges its normal waterline





If the cockpit is wide, it is desirable to have crossed scupper pipes

Keeping water out is partly a matter of design and construction, but to some extent a matter of equipment. Deck hatches and skylights should fit over coamings, sit on rubber gaskets, and be equipped with adequate hold-downs. Windows not fixed should fit snugly in their slides. Hatches to engine spaces, particularly in a cockpit floor, should close on rubber. The cockpit must be tight and self-bailing, and not so large that if filled by a breaking sea the weight of water will hold the drains submerged. Should the cockpit temporarily fill, it will probably be necessary to bail with buckets with the scuppers plugged until they are above the waterline. If the cockpit is wide, it is highly desirable to have the scupper pipes crossed, that is, pipe the scupper on the starboard side outboard at the waterline on the port side and vice versa. Otherwise, when the boat is rolling heavily, water is forced up the lee scupper keeping the cockpit constantly awash. With crossed pipes the scupper on the down side is discharging into an outlet above the water on the up side.

If bilges are making more water than normal facilities can take care of (and if an engine is still operative) extra pumping capacity can be obtained by closing the seacock on the circulating water intake and disconnecting the hose so that it can pick up from the bilge instead of from outboard. This will contribute considerable added pumping capacity. When the water is lowered below the point where the hose will pick it up, the sea connection must be promptly restored or the engine will overheat rapidly. This emphasizes the importance of having a seacock on every

hull outlet. (Ed. note—Guard against debris in the bilge clogging the temporary intake.)

Power plant reliability requires an uninterrupted supply of filtered fuel and if it's a gas engine, some means for keeping the ignition dry. Wet ignition is more often caused by sloshing bilge-water than by deck seepage, so it is imperative to keep the engine-space bilges continually pumped. Much progress has been made in watertight spark plug hoods, as used on airplane engines, and in waterproofing the insulation of wiring. A rubber cover fabricated from an old inner tube can be fitted to the distributor head. Throttle stops should be so set that if it suddenly becomes necessary to cut the throttle from operating to idling speed the engine will not stall. A stalled engine can be dangerous in a bad sea.

Rudder control (provided the rudder is large enough) largely depends on the helmsman's experience and judgment in estimating how much helm to use for a given position on a wave. Running before a heavy sea it is important to exert pressure on the rudder when it is in solid water, not while in broken water at the top of a cresting wave. Pressure on the rudder must also be correlated to the speed of the hull. The throttle will have to be continually adjusted to get the most effective steering. Heading into a sea demands dextrous steering. When the bow has climbed to the crest of a wave it offers a large area of windage while the rest of the hull is in the lee of the wave. The wind will slam the bow off-course so that the boat slides down the back of the wave, almost broadside, before she can be headed up to meet the next one. This position involves gunning the throttle for a moment with the rudder hard cover, a ticklish and tiresome performance.

It is axiomatic that a yacht the size of *Hope* seldom gets into trouble unless she comes in contact with the land, or is overwhelmed and therefore comes in contact with the bottom. Overwhelmed simply means filling with water and sinking. There are any number of instances in which yachts abandoned at sea have been picked up days or even

weeks later, half full of water but still afloat. The question may well be asked, if an unmanned yacht can take care of herself, why not let her do so right from the beginning. The British call this procedure "lying ahull." Actually it is far more applicable to the form and ballasting of a sailing vessel than to the average power cruiser. A shoal draft power cruiser presenting a lot of windage would probably lie nearly broadside, thus presenting her most vulnerable aspect toward the elements. Undoubtedly, she would lie nearly on her beam ends, at least at the crests of the seas. It is doubtful if, in this position, water could be kept out. If it could, and no part of the superstructure were stove in, she would probably survive. Lying ahull, for *Hope*, would be a desperate last resort, forced by power failure rather than by choice.

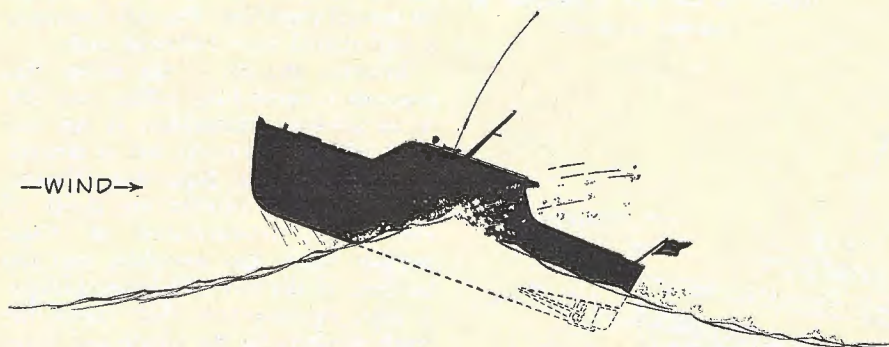
Safety Equipment

Much of the equipment here recommended for safety may seldom if ever be used. When the emergency arises, however, it may make the difference between survival and disaster. It is up to the skipper to see that his craft is equipped to cope with the worst combination of circumstances he might be faced with. Compliance with Coast Guard regulations is not enough.

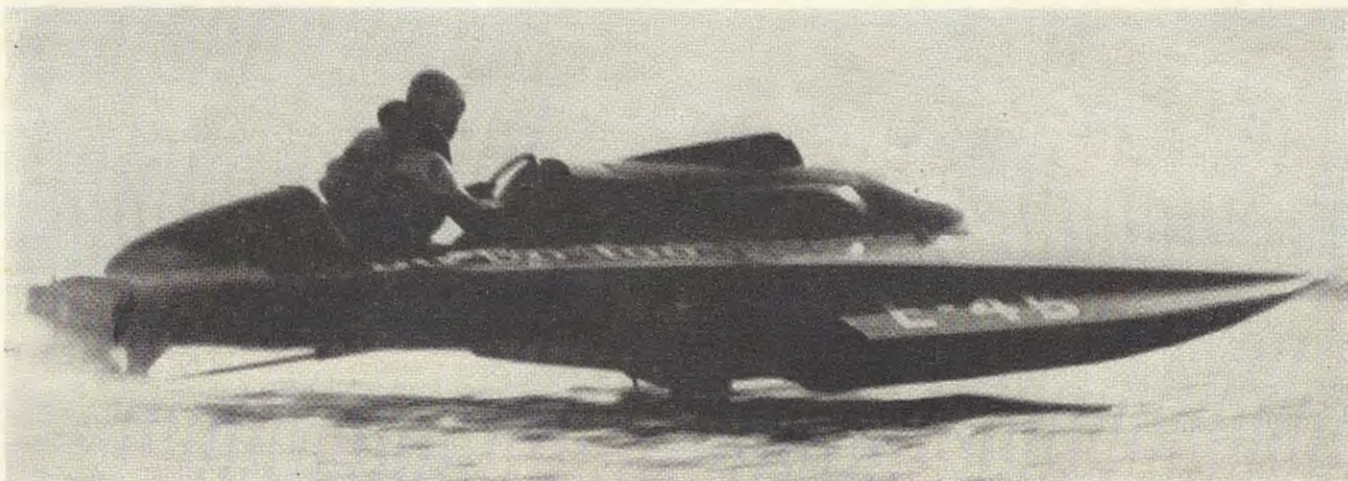
Every through-hull fitting, inlet or outlet, as mentioned before, should be equipped with a seacock which is accessible for prompt closing if hose or pipe connection is carried away. In violent motion this can, and does, happen, not necessarily from the working of the hull but from being struck by something adrift below. It is incredible how gear and fittings can break loose. I have seen a heavy medicine cabinet tear itself off a bulkhead to break a toilet bowl clean off its base. Plugs for the cockpit scuppers, even though the pipes are crossed, may prove necessary. Attach them by lanyards near the scuppers so they cannot be mislaid. Should an engine quit, a plug for the exhaust outlet applied in time may prevent the cylinders filling from following seas which would make restarting impossible.

In a yacht like *Hope* there is a certain amount of exposed glass, other than portlight glass. This can be protected by heavy, water-proofed canvas curtains to button on outside. These should be affixed if there is any threat of their being needed later. Such curtains cushion the whiplash impact of a breaking crest in a high wind that can easily shatter a window-size pane of glass. The question naturally comes to mind how to con the ship if the window in front of the helmsman is blanked by canvas. The pilothouse windows of the 110-foot sub-chasers of World War I were continually being smashed in heavy

(Continued on page 375)



When the bow has climbed the crest of a wave it offers a large area of windage; this situation requires immediate corrective action



Limited Inboard Hydroplane—"Bo Bo Too," Lauterbach hull and Chevrolet motor of Alton Pierson and Albert Baker

THE ALL AMERICAN RACING TEAM

A Poll Conducted by
W. MELVIN CROOK



Oshkosh, Wis., Chairman, APBA Stock
Outboard Technical Committee.

YACHTING is proud to present its tenth annual All American Racing Team made up of the seven boats adjudged to be the tops in this country's power boat racing during 1958.

Selection of the boats making up this year's team was handled by the following Board of Judges: Bob Carver, Seattle, Wash., *Photographer*; H. Burr Coleman, Wheatridge, Col., *Member, APBA Stock Outboard Racing Commission*; J. Otto Crocker, San Diego, Cal., *APBA Timer*; Merlyn Culver, Dayton, Ohio, *Member, APBA Council*; Lou Eppel, Cedar Grove, N.J., *Member, APBA Council*; Donald Guerin, Webster, N.Y., *President, APBA*; Fred Hallett, Oak-

land, Cal., *Member, APBA Council*; Cliff Harrison, Seattle, Wash., *Outdoor Editor, "The Post Intelligencer"*; Dr. Wayne Ingalls, Bell, Cal., *Senior Vice President, APBA*; Malcolm Lamborne, Jr., Washington, D.C., *Yachting Editor, "Washington Star"*; Harry LeDuc, Detroit, Mich., *"The Detroit News"*; E. M. Peatross, Richmond, Va., *Outboard Vice President, APBA*; Charles Strang,

Limited Inboard Hydroplane—Results of the voting: *Bo Bo Too*, 280 cu. in., Alton Pierson and Albert Baker, Queenstown, Md., Lauterbach hull, Chevrolet motor (5 votes); *Wa Wa Too*, 266 cu. in., William Ritner, Sr., Willow Grove, Pa., Lauterbach hull, Chevrolet motor (4); *Miss DeSoto V*, 7 litre, George Byers, Jr., Columbus, Ohio, Lauterbach hull, Chrysler motor (2); *Racket III*, 48 cu. in., Jack Colcock, Seattle, Wash., Colcock hull, Crosley motor (1); *Southern Air IV*, 48 cu. in., F. C. Moor, Miami, Fla., Lauterbach hull, Crosley motor (1).

Selected by a close margin among the limited inboard hydros was the national champion of the 280 class, *Bo Bo Too*,

The All American Racing Team—1958

UNLIMITED INBOARD HYDROPLANE

Maverick—William Waggoner, Jr., Phoenix, Ariz.
Hull: Jones & Staudacher Motor: Allison

LIMITED INBOARD HYDROPLANE

Bo Bo Too—280 cu. in.
Alton Pierson and Albert Baker, Queenstown, Md.
Hull: Lauterbach Motor: Chevrolet

INBOARD RUNABOUT

Runnin Wild—Cracker Box
Jack Wells, North Hollywood, Cal.
Hull: Wells Motor: Dodge

OUTBOARD HYDROPLANE

Class A—Charles Adams, Auburndale, Fla.
Hull: Swift Motor: Konig

OUTBOARD RUNABOUT

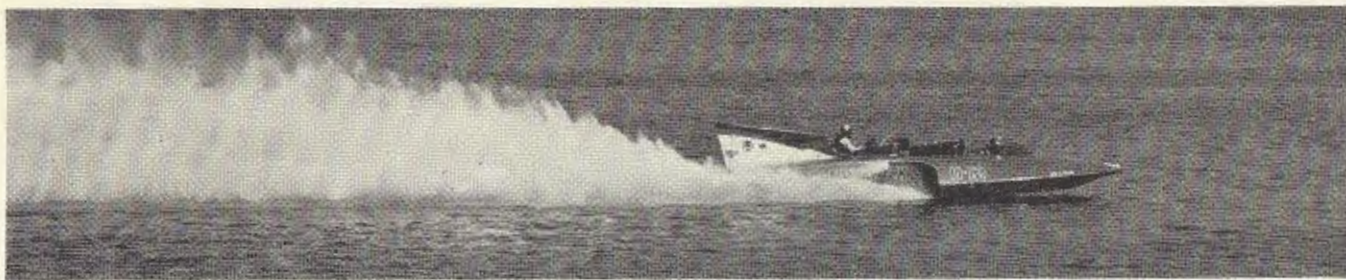
Class C Racing—Bud Wiget, Lakeland, Fla.
Hull: DeSilva Motor: Evinrude

STOCK OUTBOARD RUNABOUT

Class A—Ed Wulf, Amityville, N.Y.
Hull: Sid-Craft Motor: Mercury

STOCK OUTBOARD HYDROPLANE

Class A—Dave Hoggard, Trenton, Mich.
Hull: Sid-Craft Motor: Mercury



Carver

Unlimited Inboard Hydroplane—"Maverick," Jones and Staudacher hull and Allison motor of William Waggoner, Jr.

driven by Alton Pierson and owned jointly by Pierson and Albert Baker. This boat also accounted for high-point honors in its category. During the season *Bo Bo Too* chalked up a one-mile record of 104.219 m.p.h. and a five-mile mark of 78.057 (which she later upped to 80.573).

Bill Ritner's 266, *Wa Wa Too*, earned the runner-up spot by virtue of taking her class "nationals" and garnering the most points in the class.

George Byers' *Miss DeSoto V*, took both the national championship and high point laurels in her class.

Ernest Rose, Patterson, Cal., Speedliner hull, Ford motor (3); *Skip-E*, Class E Service, Harry Bickford, Hampton, Va., Bickford hull, Chevrolet motor (2); *Cabana Marrone*, Class E Racing, Robert Rice, Arcadia, Cal., Brown hull, Chevrolet motor (1).

Another squeaker was the victory of *Runnin Wild*, Jack Wells' Cracker Box, in the inboard runabout category. Wells' Dodge-powered homemade hull was high-point boat among the inboard runabouts.

R. B. McConnell, Jr.'s *Angel Child* won class national championship and

Unlimited Inboard Hydroplane—Results of the voting: *Maverick*, William Waggoner, Jr., Phoenix, Ariz., Jones & Staudacher hull, Allison motor (9 votes); *Miss U.S. I*, George Simon, Detroit, Mich., Arena & Staudacher hull, Allison and Rolls Royce motors (4).

One of the most decisive victories posted in any category was that of William Waggoner, Jr.'s *Maverick* among the unlimited inboard hydroplanes. This veteran craft, built by Les Staudacher from a Ted Jones design, was powered by an Allison engine with two stages of supercharging. Driven by Bill Stead, *Maverick* won the Diamond Cup, Mapes Cup and Silver Cup races. Although she passed up the tag-end of the Eastern circuit, Waggoner's boat ended third in high-point standing. Perhaps her outstanding feat of 1958 was during the Gold Cup qualifications when Stead predicted he would qualify at 120 then proceeded to turn the nine miles at 119.956 m.p.h.!

George Simon's *Miss U.S. I*, an Arena-Staudacher hull, raced early in the season with an Allison, later with one of the Rolls from *Hawaii Kai*. She ran in 11 of the 12 scheduled unlimited events—missing only Buffalo—and finished with 2069 points, only six behind the top boat. Driven by Fred Alter and later by Don Wilson, *U.S. I* won the International Cup, President's Cup, Roger's Memorial Trophy, Governor's Cup and Sahara Cup.

Stock Outboard Hydroplane—Results of the voting: Dave Hoggard, Trenton, Mich., Class A, Sid-Craft hull, Mercury motor (6 votes); Jack Evans, Denville, N.J., Class B, Sid-Craft hull, Champion motor, (3); William Ritter, Hallandale, Fla., Class B, Sid-Craft hull, Mercury motor (1); Bert Ross, Spokane, Wash., Class D, Swift hull, Mercury motor (1); Dave Thomas, Centerville, Ohio, Class C, Swift hull, Mercury motor (1).

Rarely in a category as highly competitive as the stock outboard hydros do we find as decisive a selection as that of Dave Hoggard's Mercury and Sid-Craft Class A outfit. Dave drove this rig to the national championship of its class in Miami in late August. During the course of the 1958 season she racked up more points than any



Inboard Runabout—"Runnin Wild," Wells hull and Dodge motor of Jack Wells

Inboard Runabout—Results of the voting: *Runnin Wild*, Cracker Box, Jack Wells, No. Hollywood, Cal., Wells hull, Dodge motor (4 votes); *Angel Child*, 44 cu. in., R. B. McConnell, Jr., New Orleans, La., McConnell hull, Crosley motor (3); *Lil Bee*, Class B Racing,

high-point honors among the 44 cu. in. runabouts as did Ernest Rose's *Lil Bee* in her B Racing class.

Harry Bickford's *Skip-E* collected more points than any other E Service job; a feat duplicated by Albert Rice's *Cabana Marrone* in the E Racing class.



Koopman

Stock Outboard Hydroplane—Sid-Craft hull and Mercury motor of Dave Hoggard

other in the A stock hydroplane class. Second choice of our judges was another Sid-Craft hull—this one powered by a Champion motor—raced by Jack Evans in the B stock hydro class. As we go to press, Evans' outfit is in possession of high-point honors for the entire stock outboard hydroplane category.

William "Skipper" Ritter, campaigning a Mercury-powered Sid-Craft among the class C stock hydros ranked fourth in class high-point standing. The Swift-Mercury class D contender of Bert Ross was undefeated in region 10. Dave Thomas' Swift-Mercury was tops in points among the amateurs in C stock hydro.

Stock Outboard Runabout — Results of the voting: Ed Wulf, Amityville, N.Y., Class A, Sid-Craft hull, Mercury motor (4 votes); Richard Rees, Pottstown, Pa., Class C, Richcraft hull, Mercury motor (2); Billy Allen, Quincy, Mass., Class A, Allen hull, Mercury motor (1); Dean Chenoweth, Xenia, Ohio, Class A, Speedliner hull, Mercury motor (1); Skip Focier, Grosse Point, Mich., Class D, Sid-Craft hull, Mercury motor (1); Jack Holden, Seattle, Wash., Class J, Karelsen hull, Mercury motor (1); William Kennedy III, Halesite, N.Y., 36 cu. in., Sid-Craft hull, Evinrude motor (1); John Schedel, Secaucus, N.J., Class B, Sid-Craft hull, Champion motor (1); Douglas Van Rossum, Baltimore, Md., Class J, Sid-Craft hull, Mercury motor (1).

The Sid-Craft hull and Mercury motor raced in class A stock runabout competition by Ed Wulf earned more points than any other in this busiest of all racing categories and thus copped the vote of a plurality of our judges.

Richard Rees, with a Richcraft-Mercury combination, became national champion of the C stock runabout class and its high-point holder.

Three other national champs were named: Dean Chenoweth's Speedliner-Mercury (class A), Skip Forcier's Sid-Craft-Mercury (class D), and Wm. Kennedy's Sid-Craft-Evinrude (36 cu. in. class).

Outboard Hydroplane—Results of the voting: Charles Adams, Auburndale, Fla., Class A, Swift hull, Konig motor (6 votes); Hubert Entrop, Seattle, Wash., Class F, Entrop & Jones hull, Mercury motor (4); Billy Schumacher, Seattle, Wash., Class B, Van Pelt hull, Champion motor (3).

Charles Adams drove his Swift hydro-Konig motor outfit to a new competitive record of 54.417 m.p.h. and topped his class in high-point standing.

In a close second place is the Entrop & Jones hull powered by a six-cylinder Mercury with which Hugh Entrop shocked the sporting world by boosting



Koopman

Stock Outboard Runabout—Sid-Craft hull and Mercury motor of Ed Wulf

the class F one-mile record to 103.597 m.p.h., the F five-mile mark to 73.409 and the international class standard to 107.9. It easily won the first heat of the F national championship race; started last in the second heat and had a half-lap lead at the end of the first lap when it lost a prop blade. It made history by bringing the international record to the U.S. after an absence of many years and becoming our first 100 m.p.h. outboard.

Billy Schumacher's Champion-powered Van Pelt hull ranked high in class B point standings.

Evinrude motor (1); Fred Hauenstein, Kingsburg, Cal., Class C Service, DeSilva hull, Evinrude motor (1); Homer Kinkaid, Carbon Cliff, Ill., Class C Service, DeSilva hull, Evinrude motor (1); Harry Marioneaux, New Orleans, La., Class C Racing, DeSilva hull, Johnson motor (1); Rockey Stone, Willamina, Ore., Class C Racing, McDonald hull, Johnson motor (1).

A swish-in choice of our judges for outboard runabout honors was the Evinrude-powered De Silva hull that earned owner-driver Bud Wiget high-



Moore

Outboard Runabout—DeSilva hull and Evinrude motor of Bud Wiget

Outboard Runabout—Results of the voting: Bud Wiget, Lakeland, Fla., Class C Racing, DeSilva hull, Evinrude motor (5 votes); Arlen Crouch, Quincy, Ill., Class C Racing, DeSilva hull, Mercury motor (2); Al Brooks, Jr., Stockton, Cal., Class F Racing, Hoggatt hull,

point standing in the C racing runabout class. Wiget's outfits have been chosen in previous All American Racing Teams.

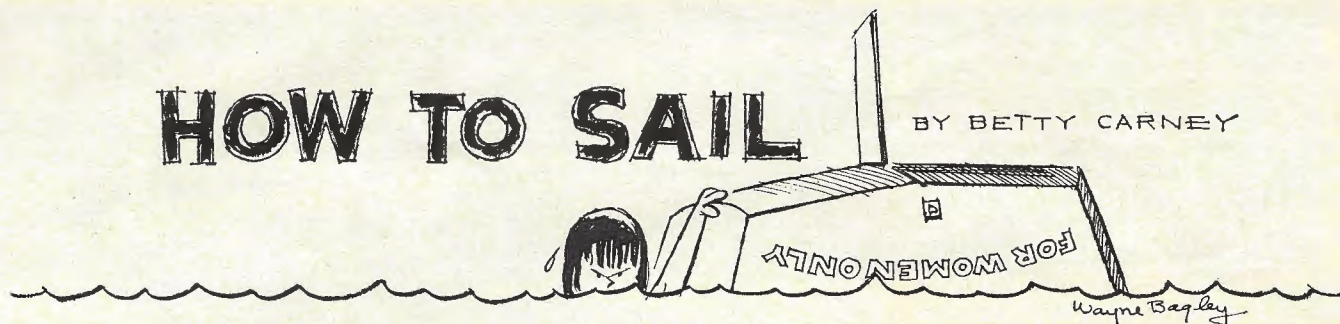
Runner-up honors in this category go to the De Silva-Mercury combination which Arlen Crouch drove to a C racing runabout national championship.



Outboard Hydroplane—Swift hull and Konig motor of Charles Adams

HOW TO SAIL

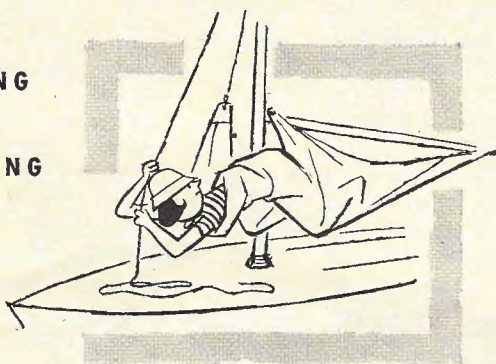
BY BETTY CARNEY



AFTER HAVING SURVIVED the summer as a member of the Women's Sailing Class, I feel that I am now qualified to issue some simplified instructions for the female beginner on how to sail.

Let us head up with Chapter #1.

BENDING AND HOISTING SAIL



BENDING" (for those who might not know) means putting the sails on the boat, and a few other necessary tasks before—*gulp*—taking off. One is expected to approach this bending and hoisting sail task with vigor and enthusiasm. As a good shipmate, it is your bounden duty to carry out your share of the necessary tasks before casting off.

However, should you find yourself in the position of being tired, hung-over, lazy, or ignorant of what should be done, it is perfectly possible to *pretend* to be helping. This maneuver is successfully carried out by fumbling around with a lot of body movements which accomplish nothing. Others aboard, at this point, are no doubt busily engaged in lowering centerboards, pulling sails out of bags, and hooking on rudders (a task to avoid at all costs as it not only requires assuming a most awkward position, but the darn thing is difficult to slide into its tiny grooves located on the outside of the boat!). I have found one method to employ at this point is to latch onto the sponge and start bailing. It is possible to swing arms widely and appear extremely busy at this task while actually accomplishing very little.

Another method is to stand to the rear of the group as they start pulling out the sails. The girl in front would naturally take the jib, and the next gal in line would have to attach the main. This leaves you (assuming, of course, that that horrid old rudder is already attached) free to stand and watch. Not to appear too idle, it is wise, at this point to pick up the battens and leisurely fit them into their proper pockets.

Try not to be the one to cast off! If there is a strong breeze the boat might heel sharply. It requires quite an effort to get back into the boat, and besides, you might bruise yourself! The best plan is to see that the mainsheet (the rope which handles the big sail) is placed close to the skipper, so that she would be inclined to pick it up in addition to handling the tiller.

There are occasions, however, when one is forced to bend sail oneself (such as having beginners assigned to the boat). Since this unhappy event could occur to you, let me give

you the benefit of my hard earned know-how.

To install the rudder and tiller on the Blue Jay or Lightning sloops we use, one has to fit it between a complex arrangement of rope on the back of the boat (whoops!—I mean stern). These ropes (sheets?—halyards?) are generally very taut and the blooming rudder simply can't be squeezed under them. Persons of superior intelligence might, at this point, realize that it is necessary to loosen the mainsheet to free those darn ropes and get the rudder underneath. Alas! I must confess that it took more than one frustrating occasion before I learned this—and I wouldn't guarantee I know it yet!

I would like to make another point about the rudder at this time. Be sure to fasten your rudder to your boat before taking off. One day while we were busy struggling with sheets and sails, we were horrified to observe that a neighboring boat had cast off and the rudder had become detached. In the midst of our sailing fleet, the monster turned and took off like a rocket straight for our windward neighbor.

Our instructors rushed over in the crash boat shouting, "Let everything go! Let the sails go!" Finally, with the help of the megaphone, their voices rose above the wind, and the rocket-ship came to rest long enough to be caught.

It is wise, when attaching the sails—main or jib—to be sure to put the head of the sail on the proper fitting. It has been known to happen that some innocent dope (don't anyone point a finger at me!) has put the foot of the sail thereon. The results are not only slightly confusing. They are embarrassing!

A word of warning about halyards (those wires strung over the boat here and there). If one ever lets go of a loosened halyard, one is immediately excommunicated from sailing classes, and, in fact, from anything afloat.

O.K. Jib on! Main is up! Rudder is set! Jan—you cast off. I'll take the jibsheet, and Roxy—are you handling the main and the tiller? We're off. Whoops! We almost went over! Look out for that boat! *Fend Off! Fend Off!* Come about! C'mon, why don't we turn? *The centerboard!* We didn't put down the centerboard!



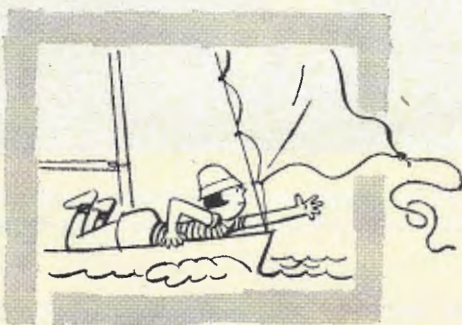
TRIM OF THE MAIN SHEET

IF YOU ARE supplanted at the jib by a gal who is even more of novice than you are, and if the skipper should make some such remark as "Betty, you will handle the main," then, of course you must follow the captain's orders, willy nilly, and I have to confess that, with me, it's more nilly than willy. However, if there is a mild breeze (preferably about

seven miles—er—knots) all will be rosey. You simply cleat the mainsheet (that's a rope—remember?) into a jam cleat, wherein it will repose comfortably and swing from side to side as one comes about, so that you only have to move your body from port to starboard as necessary (always holding the loose mainsheet in your hand so that you appear to be busy.) It is a simple matter to uncleat this sheet and let it out wider when coming down wind. On the reaches (where the boat is sideways to the wind) I have found it most successful to uncleat the sheet and fumble the sail in and out until the skipper tells me where to set it.

But on a windy day, especially with the unexpected puffs which seem to prevail in our bay, the fate of the boat and crew can rest in your innocent and unwilling hands. On windy days, boats are supposed to heel (tip over on one side)—but not so far as to capsize. One way to avoid capsizing is to release the mainsheet, which maneuver (don't ask me why) straightens the boat, and is preferred to luffing, which takes you off course. The difficulty is that most skippers do not desire you to let out the mainsail too far, as this makes them lose way and seems to annoy them—especially if racing. Therefore, the gal with the mainsheet in her raw little hands must know when this heeling is safe and when it is unsafe. Under no circumstances must you permit yourself to become so startled that you freeze with the mainsheet clutched tightly in your hand. This practice is frowned upon by all the nautical world.

TRIM OF THE JIB SHEET



WITH THE JIB (that little sail up front) it has finally penetrated into my brain that when the skipper is beating (going almost directly into the wind) one pulls the jib as tight as possible, and when the wind is behind the boat, one loosens it widely. But on those darn reaches, I have found that the best method is to watch what the guy on the mainsheet does—and then do likewise. Also, when the skipper screams frantically, “Get that blasted jib in!!!”, it is sensible to respond with alacrity.

If you can slip yourself onto a boat with a crew of four, you probably will only have to tend *half* a jib. Tending half a jib is a very satisfactory position on board, and at this particular task, I consider myself an excellent crew.

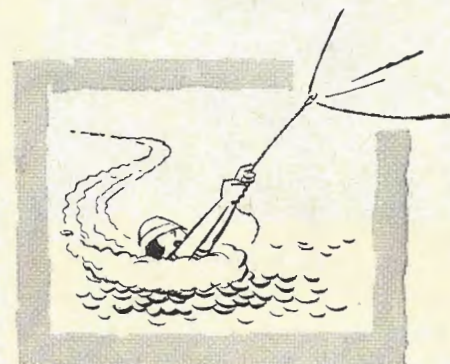
Another point about jibs. The jibsheet should go outside the shrouds—*No—Inside, I mean.* One day, Eve and I were bending and hoisting sail on a Blue Jay when Eve asked if the jibsheet should go inside or outside of the shrouds. Funny! I had never noticed that before. Guess I'd always been too busy with the sponge and battens. Outside, we decided. Otherwise, how could we get the jib from one side to the other? We're off! Have to pass that cruiser. Ready about—hard-a-lee. *Yipes!* The jib! “I can't get it around,” shouted Eve, a bit terrified. But she had reckoned without the quick and cool thinking of that old salt, Betty Carney. Into the wind we went, and came to a stop while we remedied the situation (I'm an old hand at going into irons!).

We're off again! Wheel! Hike out, Eve! What's that rope hanging down from the boom? Could it be something important? We shouldn't have ropes dangling around like that—should we? Maybe it's something important that we forgot to fasten. “Oh, I know! It's the outhaul,” exclaims Eve. “Here's something we can attach it to!” Ah—now we're mov-

ing! Phew! That was a close one! Let's see, I think the wind's behind us now, Eve. *Watch out for the boom! Wham!* Good thing the mast didn't snap! But I don't want to be piggy about skipping! Here, Eve, it's only fair that you have a turn at the tiller. No, I insist! And here's the mainsheet.

Oh sorry! I mustn't get carried away like that! Let me get back to my instructions!

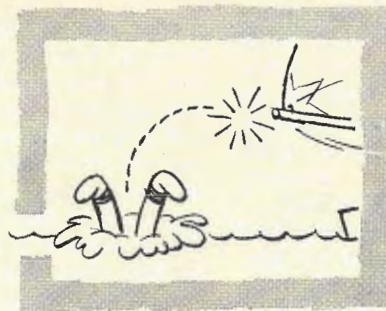
SPINNAKERS



SHOULD ANYONE suggest using a spinnaker, be sure to bellow out a loud and sturdy “No!”

However, if you are overruled, state firmly and positively that you know absolutely nothing about spinnakers. This forces the skipper, if she is stubborn enough to persist in her mad desire, to put you at the tiller, while she assists in raising and managing this balloon-like sail which some maniac invented to take the place of the jib when going down wind.

Being at the tiller is not without its peril, either, for it is possible to execute an unexpected jibe, in which case the others might throw you overboard (if you weren't all overboard already). It is also quite possible that they would not come about to pick you up, so be sure to put on a life jacket when placed in this precarious situation!



JIBING

JIBING can be done deliberately or it can be done undeliberately. My advice is—*Don't do it!*

However, one is frequently placed in a situation where the wind grabs your sail and slams it around to the other side of the boat. If this should happen—*Duck!*

RUNNING



IF SOMEONE needs crew in one of the “for real” sailing races, and they glance at you—start running!

(Continued on page 368)



Eveleth

Corny Shields

(With this article, YACHTING starts a series on various phases of small boat racing by well-known sailors. In this introductory one, the thoughts of Corny Shields sum up his vast experience in everything from dinghies to America's Cup yachts, including the first Mallory Cup championship for the North American YRU men's title and a thrilling role as co-helmsman of "Columbia" in last summer's cup trials. "How to Win a Race" is condensed from a chapter by Shields in "The Experts' Book of Boating."* —ED.)

RACING SYNTHESIZES all the best in sailing with plus factors that naturally stem from competition. Let the man who proclaims his preference for cruising and his lack of competitive spirit ask himself how many times, while lazying along, he has sprung into action when he sees another boat coming up from behind. It's the natural response. Whether it be sailing, golf or any sport, competition provides the necessary spark that makes you do your best.

For real thrills, I say, go racing. And race to win, not only because the prerequisite for winning is the will to do so, but equally important because skippers who go "just for the sail," as they say, miss most of the fun. As with other sports, there is, of course, a tremendous advantage to learning it young, but many people take up sailing in later life, often with sensational results.

An excellent way to practice and refine racing technique is through "Frostbite" dinghy racing. Each day of this kind of racing affords an exceptionally wide range of sailing experience since eight to ten races are scheduled. In one day, then, the sailor may have the experience of eight racing starts, and in effect, eight times the number of tense racing situations he would encounter in a large boat regatta. Because dinghies are small and each race is relatively brief, mistakes are especially costly. Alertness, physical and mental ability

*"The Experts' Book of Boating," © 1958 by Prentice-Hall, Inc. to be published at \$5.95 by Prentice-Hall, Inc., Englewood Cliffs, N.J.

HOW TO WIN A RACE

An Old Master Tells What It Takes

By CORNELIUS SHIELDS



Robinson

As soon as the class ahead has started, you should determine which is the favorable end of the line. Keep a written record of the course for the day

on the part of skipper and crew are essential. I know of no other program that provides a more concentrated and thorough education in sailing.

If you start to race in a small boat, you will learn faster than in a big one and everything you have learned is applicable if you decide to move up. This is not true in reverse because on a big boat there is not the same urgency for split-second action.

For the same reason, triangular day racing is the best training for the man who dreams of racing to Bermuda, to Honolulu, or in some other long distance event. Distance races are won by hard-driving skippers and crews who keep pushing every inch of the way. This is what you learn in afternoon races.

Importance of Sails

The more I have raced, the more convinced I am of the predominating importance of sails. In my opinion, 75 per cent of the success of any racing boat is attributable to sails. This fact should compel the enterprising sailor to learn the characteristics of a good sail and how it is constructed so he will be able to suggest corrections to the sailmaker if any defects appear.

No skipper can win consistently with poor sails. There is no ability, mysticomagical touch or anything else that will

overcome this most serious disadvantage. It is for this reason that I believe so staunchly in the complete One-Design hull, rig, and sails. Of course, in open classes the hull design is of very great importance but sails again must be the best for a well designed hull to perform most effectively. It's fun to think that we have won on our own ability but don't overlook the credit due the designer and sailmaker in an open class, or to the sailmaker in the One-Designs *without* one design sail equipment.

Synthetic sailcloth together with fiberglass construction will, I believe, prove to be the greatest developments that have come to yachting in this century. Dacron sails unquestionably make a boat go faster. In 1953, the Long Island Sound fleet of Internationals adopted one-design Dacron sails. Ratsey & Lapthorn made 22 identical suits that were drawn for by lot. To obtain the one-design result the same cutters, ropers and sailmakers worked on all the sails. The wisdom of the change to one-design sails was immediately demonstrated. Some skippers, formerly in the lower half of the Class due to poor sail equipment, materially improved their standings. The racing was leveled out.

In my opinion, a Dacron mainsail and jib should have considerable draft. Because there is virtually no stretch in the

material, the sails will maintain their shape even when trimmed hard in strong breezes. For this same reason—no stretch—they should be cut almost to full size. The draft must be forward in both sails. If a jib does not meet this requirement it usually can be corrected by “pulling it up” on the wire. This is the equivalent of “tacking down” a mainsail. The luff is stretched and re-seized on the wire. I believe the jib should have a nice flow from luff to leech—i.e., the deep draft forward should gradually taper to a very flat leech. The upper 15-18 per cent of the sail should be relatively flatter than the lower area so that it will stand and not “flag” or luff in moderate to fresh breezes. A well designed jib, when your boat is gradually headed to wind, will luff simultaneously throughout the entire hoist. I believe a genoa jib should be a very flat sail for most effective windward work as draft in a sail of this size can be produced through sheet trim adjustment.

Because it does not stretch, the sailmaker's built-in draft is almost completely preserved in a Dacron sail. For this reason a drafty Dacron is more effective in a hard breeze than an old-fashioned flat duck sail. The draft stays forward where the sailmaker put it to produce the required drive, whereas if the

apparent when you are off the boat. When aboard, observe not only from the cockpit but also from forward. Photos, too, provide an excellent means of studying your sail equipment.

The sailmaker can reduce the draft in a mainsail without disturbing the contour and size of the sail by merely trimming down the round on the luff and the foot. Increasing the draft presents a problem, but it can be solved by the following relatively simple and inexpensive method. Have the sailmaker remove the bolt ropes from the luff and foot and sew on sections representing the depth of draft the sail requires. False seams may be stitched across these pieces from the sail's regular seams for appearance purposes. The bolt ropes are, of course, resewed to the outer edges of the new sections. If you need more foot draft or fullness throughout the sail, don't be dissuaded from this reasonable, practical method of obtaining it. It will work.

Spinnaker—Design and Handling

Nylon has been the favored spinnaker cloth for many years because even in exceedingly light weights (lighter than any Dacron currently being produced) it has great tensile strength. It also takes well to dyes and, as a result, modern spinnakers are being made in rainbow hues that add enormously to the

boat can carry under the rule and an assortment of others for reaching, heavy weather, and so on. But for any boat or class limited to a single spinnaker, one cannot afford to be radical either as to size or design.

The crewman who trims the spinnaker is second only in importance to the helmsman. The main and jib are trimmed under the direct observation of the skipper, but he cannot give the same guidance in the adjustment of the spinnaker and must, to a great degree, depend on the judgment and ability of the man he has placed in charge. Considerable experience, patience, and delicacy of handling are required, especially in light weather because it is under these difficult conditions that the spinnaker can be extremely valuable. In light and moderate weather many races can be won off the wind if an alert crew will concentrate on getting the most out of the spinnaker. It is a little more difficult to produce the same advantages in harder breezes as the hulls soon reach maximum speeds, but on reaches in fresh conditions, the correct trim and set of the spinnaker can make a tremendous difference.

Although skill in spinnaker handling comes only with experience, a few suggestions may be of value. The man in charge should be in a position to see the entire sail, and to observe and capitalize on changes in the wind. Except in smaller boats the preferable position is on the forward deck. After the spinnaker is set, the major adjustments will be in the sheet and not the guy. The clew and tack should always be the same height. With the wind in the quarter area, it is necessary to cock the pole so the sheet can be eased to the fullest extent, thereby causing the clew to lift. The halyard should be lowered enough on reaches to have the upper leech clear the jumper strut stays. The spinnaker always should be permitted to lift to the highest extent possible. This is when it is producing its greatest pulling power. Small Dacron line should be used for sheets in light weather.

The skipper constantly must be alert to changes in conditions that may call for a spinnaker, or if it is set, for its quick removal. If there develops the slightest possibility of using a spinnaker, the pole and gear should be rigged, so that as soon as it can be carried it may be hoisted immediately. Anticipation of new conditions should always be the skipper's watchword!

Train your crew in jibing; boat lengths can be gained if a jibe is well executed. Probably the most difficult is from reach to reach, sometimes known as a “free wheeling jibe.” In this maneuver one crew member eases the sheet for the man on the foredeck to secure the spinnaker ring in the pole fitting, as he removes the other ring secured to what



Phil Graham

Tack and clew of spinnaker should be at same height

draft goes aft as it may in a duck sail, the leech becomes hard, causing weather helm, and the poor boat has her rail down, feels, and is, soggy. On both windward and leeward legs the drafty Dacron is decidedly faster than the flat duck equipment.

Every skipper naturally studies his sails from aboard his boat. However, much more can be observed from off the boat. Especially from the leeward side, depth of draft and general contour can best be judged. Hard leeches are more

color of regattas. A fleet sailing for the finish line with spinnakers set is a sight that stays long in memory.

For a One-Design class I favor the conventional broad-shouldered cross-cut spinnaker, conservative in size, so that it can be used in all kinds of weather, and not too big for the average crew to handle. In distance and open class racing for which there are few restrictions or penalties on sail area (and the budget for sails is unlimited) a skipper may want the largest possible spinnaker his

will be the new sheet. The spinnaker should not break as the main boom goes over.

In extremely hard breezes and heavy seas, especially in ocean racing, the genoa can be advantageously set as a spinnaker. It is of heavier construction and will survive, whereas the lighter weight spinnaker is likely to "evaporate." The helmsman should hold his boat below course when reaching with spin-

the deck. If it is necessary to go aloft to set up the jumpers, the chances are that the job will not be done as frequently as might be desirable. To get the proper tension on the upper and lower shrouds, sight up the mast track from the deck, and most important, check to see if the mast is straight when sailing on both tacks.

The permanent backstay rig is one of the cleverest feats of engineering given

of the jumper stays. Slack stays permit more bow aloft, tauter stays produce a more gradual bow. Your choice is directed by the need for reducing mainsail draft aloft or throughout the entire luff.

Your jib should be trimmed on the 10° line—i.e., 10° off the center line from the fitting to which the tack of the jib is secured (12° may be necessary for a boat of abnormal beam). The 10° line may be obtained by measuring five feet



Rosenfeld

Boats in foreground have chosen wrong end of starting line and are far to leeward of boats abeam at windward end

naker in a very hard breeze as a precaution against broaching to if the rudder comes partly out of water or if the spinnaker breaks, or luffs. A seldom used but excellent remedy to correct rolling to windward in a hard breeze is to trim the spinnaker sheet very hard. This obviously flattens the sail and prevents it pulling the boat over to windward, an unpleasant sensation, especially when at sea.

Tuning the Rigging

The adjustment of the standing rigging is of fundamental importance in preparing a boat to race; the same suit of sails will both look and perform differently according to how the rigging is tuned. There are various opinions on how the standing rigging should be set up and the arguments continue endlessly. However the mast *must* be straight thwartships whether this result is achieved by slack or taut rigging. In my opinion the uppers should be considerably tauter than the lowers to start with. The diamonds must be as taut as is physically possible. In a boat with a permanent backstay rig, the jumper stays to the masthead should be led low enough so that they can be reached from

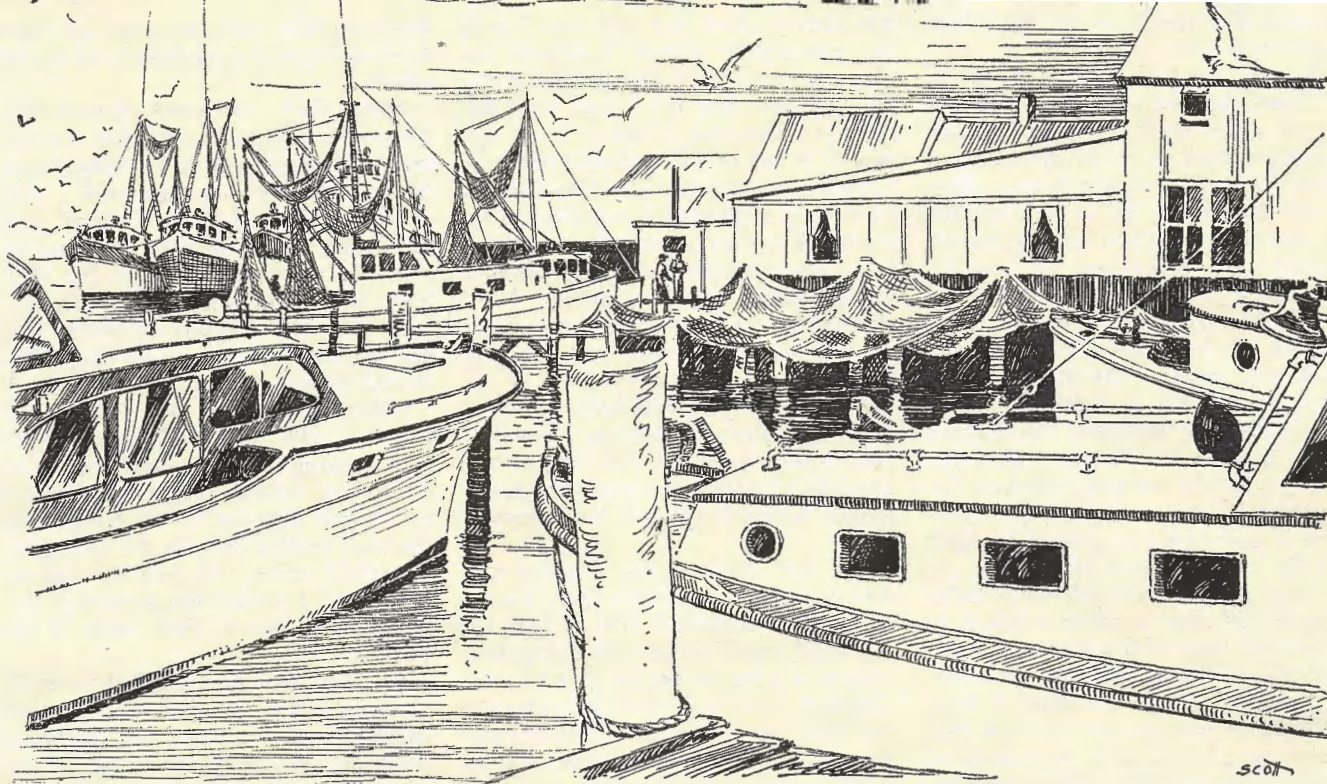
to yachting, yet surprisingly few people realize how it functions. Except for the upper shrouds, the entire rig serves to tauten the headstay, which is vital for making your boat go to windward properly. Imagine your backstay being set up and follow the action that takes place. The head of your mast comes aft, setting up on the jumper stays. They in turn thrust the jumper struts aft against the mast driving it away from the headstay (secured to the mast at the same point as the struts). The headstay is obviously tautened by this strain. The lower shrouds are secured to the mast opposite the jumper stays so when under sail any strain on the lower sets up the jumpers which again act on the headstay. In other words, the entire rig is one unit and so designed that all supporting members of the mast (with the exception of the uppers) work together.

In the permanent backstay rig the mast may be bowed by setting up the backstay turnbuckle. This tautens the headstay and causes the jib to stand better. This bending of the mast also eliminates some draft from the mainsail for more effective windward work in harder breezes. The arc of the mast's bow may be changed by the adjustment

aft from the fitting at the tack, then 10½ inches thwartships. A string from the tack fixture through this point will give you the line on which your jib sheet should pass through the leads (for double sheets, use the mean). I like the leads much farther forward than the normal conventional position. It makes the head of the sail stand better and produces an extremely nice flow to the sail. Although it may seem strange, and give the appearance of pulling the clew into the mainsail, don't be discouraged by the looks—try it. I think you will like the way it makes her go.

For your mainsail, try a wide traveller, if your class rules permit, instead of the conventional midship trim. Extend the traveller right to the rail and equip it with an adjustable slide fixture. When working to windward or reaching, position this fixture amidships for light weather and full width for hard breezes to windward and for reaching. The midship position gives the mainsail its fullest draft. Placed wide, the sail is trimmed *down* and the upper area is flattened more than by the midship position. Your boat should definitely go better to windward with this lead. With

(Continued on page 353)



"Have you ever snugged down in a quiet anchorage in Carolina?"

LIVING ABOARD

It All Began 10 Years Ago When We Moved From South Dakota to a 42-Footer

By ROBERT SIMPSON

Illustrations by Meredith Scott

HAVE YOU EVER entered a strange harbor at night? Seen the dawn break over Georgia marshlands? Snugged down in a quiet anchorage in Carolina? Watched the sun set over the Florida Keys and the waterfowl settle into the mangroves? Or cruised through the dank and mysterious Dismal Swamp Canal?

We have. For nearly ten years we have been living aboard our yacht, cruising, anchoring, visiting and exploring along the Atlantic Coast. It is our idea of Seventh Heaven.

How does one become a yachtsman? Some are born with salt water in their veins, but our story started with a barometer in a case like a ship's wheel. We bought it in a South Dakota jewelry store. There's not much yachting on the Dakota prairies, but on cold winter evenings we dreamed of cruising through blue tropic waters, just like in the movies and the magazines. When we had a chance to go to coastal North Carolina on a newspaper job, we cheerfully fled dust storms and howling blizzards for

salt air and howling nor'easters.

The first month a housing shortage kept us hopping from place to place, and I was telling my troubles to Capt. Bill Ballo, skipper of a sport fisherman. He suggested life afloat, "Me 'n Aggie live aboard *Victory* every winter." The more I thought of it the better it sounded; and, after all, we already had a barometer.

Prospective boat owners in metropolitan areas have a tremendous choice, with hundreds of sail and powerboats to confuse them in making a decision. We had no such problem: there were two boats for sale in Morehead City, N.C., and one was too small. That left a 42-foot cruiser, *Silver Spray*.

As we looked at her, she was getting a coat of bright blue paint smeared on with a brush that looked like a worn-out broom. Timidly asking the painter's permission, we went aboard and found two nearly-new Chrysler Crown engines, a head, a sink, an alcohol stove, six bunks and a dime-store compass, but not much else. We had a serious con-

ference that night. Mary finally said, "I'm game for a try at it, but let's be sure we don't waste what little money we do have."

Berea Rice took us out for a trial run, which was made on one engine. Many of our first cruises were made on one engine, until Mary began to think of it as a single-screw boat with a spare. If one engine ran, it was good enough for us.

Capt. Bill did what surveying was done at the boatyard and said we couldn't go far wrong buying her. Soon we were off to see Miss Olive at the Customs Office across the river in Beaufort, *Silver Spray* being documented in "Coasting Trade and Mackerel Fishery." Our partner for a while in the ownership of *Silver Spray* was a local bank. There was great rejoicing on both sides when the partnership was dissolved.

My first lesson in boat handling came the hard way. There was no Power Squadron or Coast Guard Auxiliary nearby, just salty skippers who had been raised on the water and couldn't

conceive of anyone's not knowing how to operate a boat.

The day we took possession of *Silver Spray* she was moored on the outside of a fuel dock. I stepped aboard proudly, walked up to the controls and yelled, "Cast off!" Mistake Number One, for the dockmaster did as he was told. The current caught her, and she started drifting down the channel. To have the boat move without her engines unnerved me slightly, but, equal to the occasion, I examined the instrument panel and pressed the starter. After about ten minutes of increasing panic and discharging batteries, the engines began to roar. To heighten the confusion, a trawler coming upstream began to blow her horn. I jammed the engines in gear, the boat leaped forward, and the trawler headed for cover.

It took some time to get things under control, but after a while I began to understand some of the functions of the boat, and everyone, including the helmsman, calmed down. Somehow I managed not to put her in the mud—that was to come later. After an hour or so of practice I aimed her at the dock and my brave, obedient wife went forward to handle the lines. It was a surprisingly good landing. We hit the dock a glancing blow, Mary sat down suddenly, and the boat slid along till a piling stopped her. Helpful hands tied her down.

Deep in my heart I am still suspicious that the reason several people offered to give me lessons after that was not that they were interested in a boat ride, or liked me so well, but they were afraid for the safety of their own boats. I also suspect that my wife may have begun to doubt my ability and encouraged the instruction. Still, that was how I discovered a bit of the comradeship and helpfulness that prevail among boatmen.

As novices we discovered during our first week afloat that the boat rocks, often only slightly but sometimes violently, as when another boat goes by. This we didn't mind during the day, but we were startled one night by a window-shaking bellow. All but thrown from our bunks, we were bathed in a brilliant white light. As a tugboat boiled past, her captain cursed the stupid landlubber who anchored in the middle of the channel.

On our first cruise we took along an experienced sailor (he said). We got where we were going without running aground, but lost the only anchor we've ever lost. Some of our guests took our rubber life raft and rowed ashore, but forgot about time and didn't come back until almost dark. I had my first experience running at night (and was thankful that Mary had good night vision). One engine quit, then the other, but I got it started again.

We approached the dock. "I'll show

you how to dock her real easy," said my experienced friend. I believe his idea was to approach the dock full throttle (snappier that way) and *with* the two- to three-knot current. What appeared to me as the probable result of this effort was to end up in Miss Lottie's front yard. I decided it was time to be master of my own vessel, for one thing I had observed about docking was that no one docks with the current. Mary obediently handled the lines as requested and neither the dock nor the boat suffered.

Further cruising was held up for a while by a sunburn—Mary's. There had been a slight overcast that day, so she ignored everyone's warnings. The result, second degree burns and three days in bed.

Our first cruise of any duration was to some of the lesser known Outer Banks, Core and Shackleford. Full of fuel, ice and high hopes, we set off. Navigation inshore is a bit on the hit or miss side. Although there is a good deep channel averaging up to 20 feet, there are also some shoals on either side averaging up to 20 inches, and no signposts to tell which is where.

Mary sat on the foredeck as we departed the main ship channel. According to the chart, we rounded No. 13 buoy and set course roughly for the tip of a marsh three to four miles distant. Although we could not see where the marsh began and ended, the water seemed deep enough. We were encouraged by the sight of a couple of small boats bluefishing directly on our course.

We went along slowly, soaking up the sunshine and marveling at the natur-

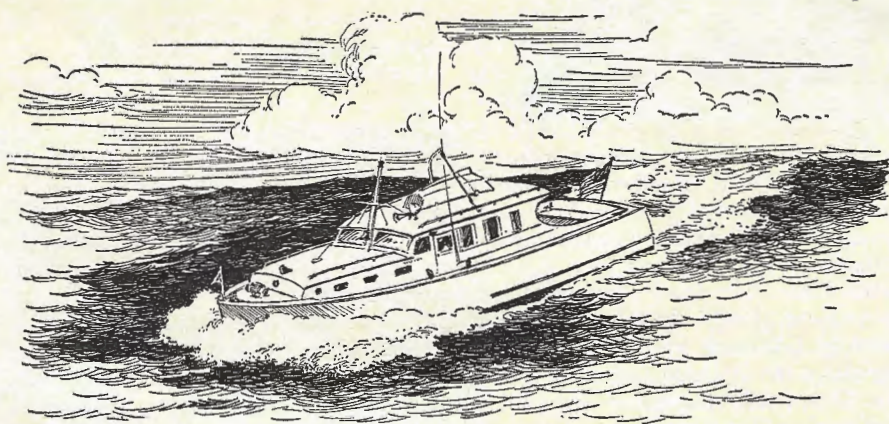
Beaufort Inlet and the other at Cape Lookout Bight. We anchored and rowed ashore.

After dark we went floundering. Floundering requires a gasoline lantern and long metal rods with sharp points filed on the end, sneakers, and a skiff or pram. Stars glowed overhead, and the water sparkled with phosphorescence as we waded through the shallows. The bright white light of the lantern attracted myriads of small fish, and in the shadowy edges larger fish circled warily.

Mary spotted the first circular depression with two well camouflaged eyes peering out. Planting the spear firmly just behind the eyes, I pinned an 18-inch flounder to the bottom. As the mud swirled and the fish struggled, I reached underneath and slid him on the spear. I pulled the pram up and tossed him aboard. First meat of the evening.

Flounder were plentiful, but we could use only a few, so soon we were just walking and watching the nocturnal water life. Suddenly the bottom of the sound was jerked out from under me. I had stepped on something big and alive and active. Picturing some vicious sea monster attacking me, I yelped, threw the lantern into the darkness and took off for shore. Panting and gasping on the beach, I could hear shrieks of laughter across the water. It was Mary, who finally sobered up enough to tell me, "You stepped on a flounder!"

After such a soul-shattering and face-losing experience, there was nothing to do but return quietly to the boat. Next morning we left for Cape Lookout, pick-



"I hadn't heard of broaching yet!"

al beauty of a yellow-white beach that gleamed in the distance. After a couple of miles we found a shoal in our path and skirted to the right. That was wrong, so we backed away and tried the opposite side. After a long haul, often doubling back on our course, we reached Shackleford, a long sand- and forest-covered island with one end at

up the shrimpers' channel at the end of Taylor Creek. At Harkers Island we headed for a distant marker that seemed to be in the direction we were going, but we had no chart aboard. As we passed the island the boat seemed sluggish, and Mary noticed a long trail of mud astern. The boat became more sluggish, and was noticeably plowing

over the bottom. In fact, she lurched and rolled at times.

I searched for some sign of the channel but saw nothing. I dared not stop so long as we were making headway, and was the tide rising or falling? In the distance an outboard was headed our general direction. We hailed it and asked where the channel lay. The outboarder paused and answered, "Near 'bout a half a mile off thataway," and pointed. "Glad to show yuh."

Glad to follow, we revved up the engines and churned across hill and dale, lurching, weaving, but still resolutely plowing through the mud. Presently we broke free. Our guide called out, "Iffen you hurry, the mailboat will be goin' through the Drain and you can foller him." Shortly we overtook the Coast Guard's mailboat and told the skipper we drew four feet.

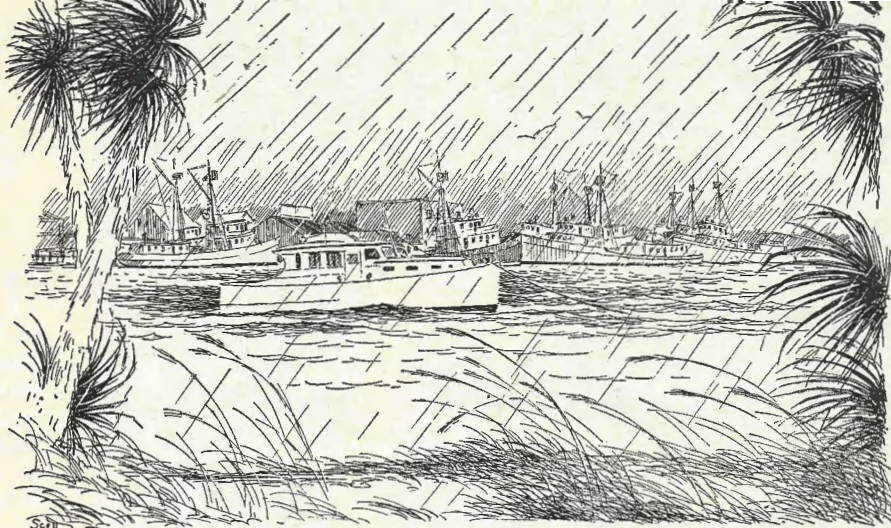
He said that he could keep us in deep water, so we followed his every twist and turn, and they are many in the Drain, or Barden's Cut. Finally through the cut, he waved at us and opened up the engine. Thinking we were now through the shoal waters, we waved back and continued to follow him as he headed for a distant dock.

After a few minutes he slowed and began zigzagging even more than before. We wished for a double-jointed boat to keep up with his dodging. At last we tied up at the government dock, thanked the skipper and invited him aboard for coffee. We learned then that he had tried to signal us to the deep water channel, and that he had taken a shortcut with his shallow-draft picket boat. When he saw us still following he began his frantic zigzagging.

We were in Cape Lookout Bight, a beautiful, protected harbor with a cluster of buildings in the distance and a tall lighthouse, the famous Lookout Light.

Ashore we explored. The bleached bones of wrecked ships protruding from the sand. High in the dunes were gun emplacements, complete with the dismounted cannon that had been installed when the Carolina Coast was the hot-spot of the Battle of the Atlantic. Sand had filled the concrete blockhouses. Cable ends, weathered building supplies and other leftovers of our coastal defense were uncovered that day, but would be covered the next in the endless motion of the sand. It was a lonely scene.

In the distance seas broke over the long arm of Cape Lookout Shoals. Still farther away was a plume of smoke from an outgoing freighter, and close at hand lay the curving white beach of Shackleford Banks. Just below us in the salt marshes wild Banks ponies cavorted. We spent several days at the Cape, discovering waters rich in clams, oysters and scallops. It was like having



"Fortunately the local winds didn't exceed 50 knots"

an island of your own—about as quiet and secluded a place as there is.

One bright, but overcast, day we announced to the Coast Guard that we were leaving. They were about to ask us to leave, for the coast was due for some bad weather. The surf was unusually loud as we left by the short outside route, and huge rollers were breaking on the beach. We rode a big ground swell; at times we could see for several miles, then we would be surrounded by great gray walls of water.

In the inlet, it was like riding a toboggan, working slowly up a mountain of water that passed ahead, leaving us in the valley with a huge wave towering over our stern. At the last moment the stern would rise and we would rush headlong, bow down, till the peak slid under us. I hadn't heard of broaching yet, but something told me that I should avoid sliding down those seas sideways.

One of the old sea captains helped us tie up and mentioned that the folks along the waterfront were wondering about the welfare of their novice yachtsmen. It seems that bad weather was a hurricane. Asking for advice, we were told to find a hole, put out plenty of lines and stay there. Not knowing one hole from the next, I selected a nice quiet cove and anchored. Fortunately, that particular storm passed out to sea, and local winds didn't exceed 50 knots, for I had selected about as poor a place as there was. It was not a quiet cove when the tide rose and the wind blew.

Hauling a boat for the first time is a thrill, especially if it's your home. As we approached the railways for the first time we began to worry: suppose those sounds we had heard at night were really worms. Some said yes, some said no, but it did sound like a wood-chewing varmint chomping its way through the bottom. One fellow told me to carry a supply of small wooden plugs about the size of a cigaret in a little bag, tied in a handy place. Then if worms struck

I could plug the holes, for it wouldn't take many holes that size long to sink a boat. He also said an oily bilge would kill them when they came through, so drain the engine oil into the bilge. Besides, there were fleas, dribblers, lice, barnacles and other creatures. Fleas were said to have strong hind legs like a grasshopper and kick off the paint; then lice and worms get into the wood.

Feeling as if the boat were sinking under us, we rushed to the boatyard manager, only to be told that we would have to wait our turn. Time passed, and at last the yard crew maneuvered the boat into position, and the grinding, clanking machinery began to move her forward and up. A mass of dripping seaweed rose slowly out of the water, full of tiny creatures that looked like baby shrimp. A workman turned a stream of water on the bottom, then attacked it with a large scrub brush and a long-handled scraper. After hosing, scrubbing and scraping, the bottom looked wonderful to me; in fact, it didn't even seem to need painting. Then the yard foreman made his inspection: bottom in excellent shape, wheels, rudder and shafts ok, but we should have new rubber bearings soon, and new zincs.

Later that day he acknowledged my ignorance by sitting down with me and explaining the mysteries of worms and boat bottoms, why boats must be hauled, how often and what to look for. We talked of paints and the theories and purposes behind them. He also told me that if I were going to continue to live on that boat I should spend some time in a good yard observing how to sand, paint and make minor repairs. About this time I began to see that yachting is a great deal more than polishing brass, putting fuel in the tanks and making pleasure cruises.

(In a second installment next month, Mr. Simpson passes on some useful information on the technique, economics, problems and advantages of living aboard.—Ed.)



Rosenfeld

With everything drawing "Cotton Blossom IV" is a fine sight to see

Dismasted!

THE 71-foot yawl *Cotton Blossom IV*, Walter H. Wheeler, Jr., owner, was bowling along in a 25-knot breeze off East Chop, Marthas Vineyard, and leading her class in last summer's New York YC cruise when one of her port main upper spreader fittings let go with the results shown here. A masterful salvage job was done by the owner, and Harry Klefve, sailing master.



The picture above, showing her lee rail buried, was taken seconds before the accident. The two photos at left give some idea of the mess just after the mast carried away. Below, the skipper and Harry figuring out what to do next





Four seagoing ladies stood by in the good ship "Smee" and took off two crew members who helped ease the broken spar to "Cotton Blossom's" deck



Capt. Harry aloft in a bosun's chair to clear entangling rigging so the spar could be lowered

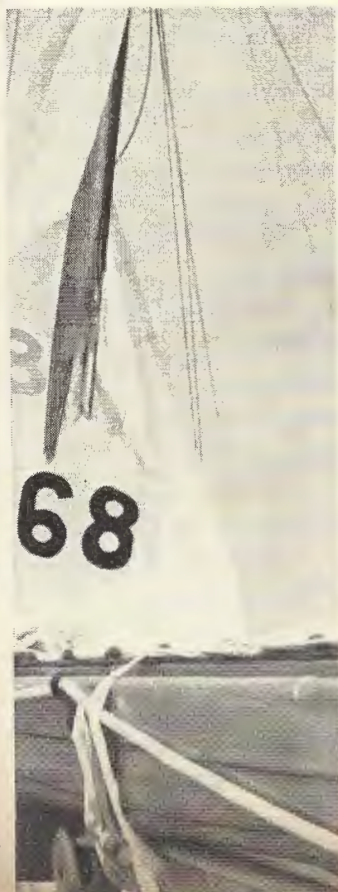
deFontaine photos

Half way down, but lots of work yet to be done. Photo below was taken just after the accident and before the clean up began

Rosenfeld



Tamed at last! Here the tip of the big hollow mast lies on deck after a couple of hours effort. Now the work of clearing up the mess and coiling down the heavy wire standing rigging began





Bob and Ira Spring

Cruising among the islands of the San Juan group, where there are numerous shoreside facilities, is a memorable experience

"NO FEES, NO RENTALS, NO TIPS..."

The Washington State Parks System Provides the Yachtsman With Diversified Cruising Facilities—Gratis!

By WILLIAM L. WORDEN

THE STEM-HEAD of the western United States, so far as Canadian seamen are concerned, consists of Turn Point light, atop the rocky headland of Stuart Island in Haro Strait. This 2½-mile-wide strait not only forms the international water boundary in the San

Juan islands, but is the main ship channel between the International Strait of Juan de Fuca and Canada's Strait of Georgia. For south-bound yachtsmen the Turn Point light means quite a bit more; it's also a beacon for two of the finest small harbors to be found.

Suppose he chooses the north side of the island. Along a high, rocky, heavily-wooded shore, he runs for a mile. He turns into Prevost Harbor, with little, lonely, uninhabited Satellite Island, to port, the softer shore of Stuart curving in from the starboard. A tiny village—two or three houses and a post-office—is dead ahead, but the harbor, a quarter-mile wide and four fathoms deep at low water, swings to the east. Nothing disturbs it. Likely, the only sound is that of the yacht engine, with perhaps a raven cawing somewhere overhead.

Between the south point of Satellite, again the skipper must make a choice, like a mule confused by two carrots. In a little inlet on Satellite four or five mooring buoys bob; beyond them is a pebbly beach, a low-lying neck of land between two hills, a wonderful spot for a beach fire or beach-combing. Shore rocks emerge at low water; and the tidal pools are a naturalist's bonanza of starfish, hermit crabs, sea-dollars, bullheads, chitons, and new-born, jigger-sized octopi. Inshore, mossy rocks lead upwards to stunted timber, made to order for boat-bound small fry with excess steam to eject. It's a little hard to beat a Satellite anchorage, where you can yell like an Indian, play a guitar or stand on your head without bothering anybody. Ordinarily, there's no-



Fossil Bay, on Sucia Island, is adjacent to the more popular cruising routes among the islands

body within hearing to bother.

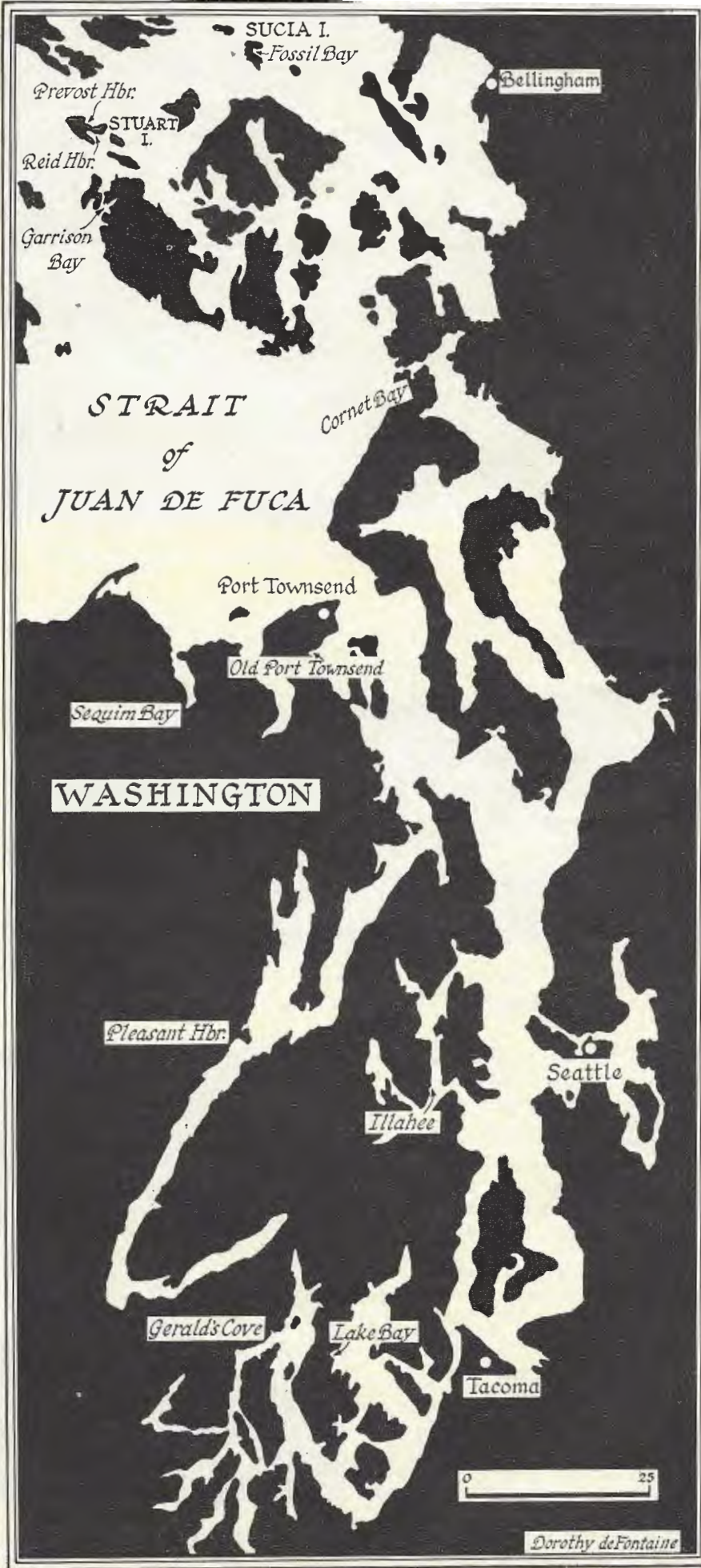
One of the few places which might beat it is the south side of the harbor, also uninhabited but with another covey of mooring buoys waiting, plus a 50-foot float with a walkway to the shore. Here, the timber is bigger, and half a dozen stone stoves, with nearby tables, invite picnickers. A path leads up over a hogback, with camp spots scattered among the trees on either side. As the boatman walks down the far side of the slope—no more than 200 yards from his own landing—he sees, from the shore, what he would have met from the water if he had taken the south route around Stuart Island—a second dock, more buoys, picnic spots. This is on long, completely, land-protected Reid harbor, and it's hard to judge whether it or Prevost is better.

The attractions of Stuart Island and its two harbors are several: beautiful green scenery; succulent small butter clams in the end of Reid Harbor; good fishing outside on either north or south; some swimming; safe, quiet moorage; places to camp and play; the wonderful business of being completely divorced from too many people. Nobody can get to Stuart except on his own boat; the only commercial activities are a couple of small farms plus, during a few summer weeks, the curious stork-like business of reef-netting for salmon off the south shore by a few fishermen.

But more important than any of the things to do or see are a couple of signs which proclaim these moorages and picnic spots as part of the Washington State parks system—free to all. For the western boatman, the advantages of buoys, docks and shore stoves are unusual. For the yachtsman accustomed to East Coast and Florida, the shock will be that no one has his hand out—there are no fees, no rentals, no tips. A part-time feminine caretaker is assigned to the Stuart Island parks, but it's a rare thing even to see her. In fact, it's rare to see anybody on this odd island except the occupants of three or four other yachts.

The Stuart Island parks are the most northwesterly, and fairly typical, of a system of state-owned and state-maintained moorages established in the last half dozen years along the length of Puget Sound in Washington. If not entirely unique, they're unusual enough to have attracted the attention of several other water-bordered states which plan public facilities for yachtsmen or wish they had them.

At present, 11 such parks are in operation on Puget Sound (plus one on the Columbia River) so it's practicable for any ordinary sailing or power craft to hit a different one every evening for an entire vacation. Of the estimated 50,000 numbered pleasure craft now operating on the Sound, most spend at least a night or two a season in one of





Pacific Aerial Surveys

The spectacular Deception Pass, between Whidbey and Fidalgo Islands



Cornet Bay provides an ideal anchorage while awaiting slack water in Deception Pass, which is a mile long and 200 yards wide at its narrowest point

weeks of cruising among the nearly 200 San Juan islands on the American side of the boundary.

On big San Juan island, mostly devoted to farms, Garrison Bay is one of the more remote west shore points, which attained its one slight claim to fame as the site of an English military camp circa 1850. The English built a blockhouse while an American company stationed on the other side of the island during a boundary dispute threw up earthworks. But the dispute was settled without shooting, and both fighting forces sailed safely away. The old blockhouse still stands on the shore of shallow (nine foot) Garrison Bay, and the state has installed a few moorings for visiting yachts. (This demonstrates, incidentally, one possibility for boating parks where large areas of land are unobtainable or too expensive. Just a few buoys, placed after soundings, are enough to start such a park. If there's a public road-end to the water somewhere near, the park's really in business, needing nothing more than a sign or two to direct skippers.)

Possibly the most useful of the Washington parks is the Cornet Bay mooring, just inside Deception Pass. This pass, between Whidbey and Fidalgo islands, connects Saratoga Passage with the most spectacular of the San Juan island group and gives northbound skippers coming from Seattle a 52-mile protected run on the way to the islands or Canada. But Deception, a mile long and 200 yards wide at its narrowest, generates five to eight-knot currents, with formidable eddies. Most yachtsmen prudently wait for slack water, and Cornet Bay provides an ideal two-fathom anchorage to wait in. Again, facilities include buoys, a big dock built by the
(Continued on page 384)

the parks. How many outboarders use them to escape from cramped sleeping quarters is anybody's guess.

Admittedly, Washington has terrific advantages for such a program. From the mouth of the Strait of Juan de Fuca, there are approximately 2,000 lineal miles of shoreline on Puget Sound. This is deeply indented, and good harbors are frequent. The mooring parks run to a definite pattern: a sheltered bay with fairly deep water, as remote as possible from cities or heavily-populated shore areas, as near as possible to normal cruising routes.

Stuart is ideal, having no other real use. Sucia Island's Fossil Bay has many of the same advantages, plus fresh water. (Sucia, uninhabited, lies only 13 nautical miles northeasterly of Stuart). Yachtsmen find fossil-hunting on a high cliff, off-shore fishing, clamming and the weather so attractive there are many of them use it as a base for a couple of



Wilson

The mooring at Illahee, which is some 25 miles from Seattle, provides facilities ashore for those who do limited cruising in small boats



Outboard Yachting



CONVERSION TO OUTBOARDING

And Some Gadgets to Make it More Fun

By W. H. deFONTAINE

Photos by the Author

IT ALL CAME ABOUT because of a detour we made a number of years ago when we were driving Down East to see Cape Breton's famous Bras d'Or Lakes. Having a little time on our hands while waiting for the Yarmouth steamer to sail from Boston we headed out on Cape Cod.

The Cape was an area of which we were almost totally ignorant, having been there only once and that a long time ago. So we set out to explore in the limited time at our disposal. Being old Mainiacs (we've covered the coast of Maine from Kittery to Eastport over the years) we were prepared to be critical of our new-found territory and I must say that some parts—which shall be nameless—left us somewhat cold. But we discovered Chatham. To be sure we were there only an hour or two, but both of us agreed we must come back. Since then we have become Cape addicts, going down yearly in late September for a short vacation.

Now for time out of mind I have been a sailor (I remember seeing the schooner *America* under sail in my childhood

days). In spite of having had numerous good cruises under power, I must admit to having a certain prejudice—not on account of the powerboats themselves but because of the behavior of some of the people who operate them. Either they are ignorant of elementary seamanship—including the rules of the road—or they just don't give a damn. It is they

who give powerboats a bad name with sailors.

Furthermore, due to numerous early experiences with outboard motors, I was extremely skeptical about their reliability. Never would I have thought of going out in an outboard-powered boat unless there were oars along—or a sail. But all this is changed now.



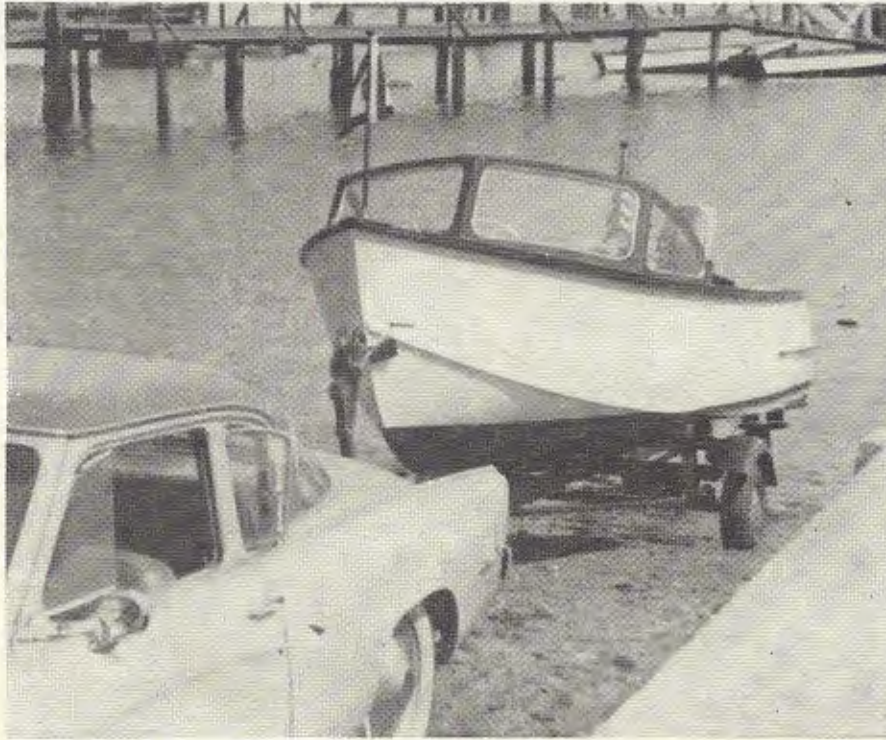
Here the 16' Bristol Bluefish with her 18 hp. Evinrude makes knots



... and here she lies, moored fore and aft, in a favorite gunkhole

A year ago September we were visiting the Spaulding Dunbars at Chatham and they loaned us a Dunbar-designed 16-foot Bristol Bluefish on the transom of which was clamped a 15-hp. Johnson. The boat had lain unused at her mooring for weeks, and the motor hadn't turned over for the same period. I didn't really believe I could start it, but I was briefed on its operation ashore—push this, turn that, pull the other thing. So I rowed out and followed instructions as well as I could and damned if she didn't start on the second pull! I could hardly believe it.

Well, I steamed in to the beach and picked up my wife (and a big oar) and away we went down Stage Harbor—expecting the motor to stop at any moment. But it didn't. Incredible! And it was quiet enough so we could converse without shouting.



That proud moment—launching day—with colors flying

As a result of our new-found confidence we decided to explore Pleasant Bay the following day. So uptown for a chart and home again to study it. Next morning, with lunch, chart, camera and binoculars for bird watching (and the big oar), we were off on a rising tide.

I could write pages on the fun we had that day; the beach landings, the shoal-water piloting, the exploration of new and interesting territory. How I had to get overboard twice in ankle-deep water on a white sand bottom to push the boat into deeper water. It was all great fun and when the day was over we agreed we would like to have such an outfit in our home waters. I began to read articles by Fessenden Blanchard in *YACHTING* telling about his outboard-trailer cruising, and those of Walter Chapelle, who owned a 16-foot Bristol Bluefish like the one I had used at Chatham. If they could do it so could I. And it opened up a whole new boating prospect. In my mind's eye I saw us trailing our boat to far places—Casco Bay, the Chesapeake, to beautiful lakes where we would explore to our heart's content and, of course, to Chatham.

Action! Cameras! I found the Bristol people most cooperative and soon a nice new Bluefish with windshield, navy top and high transom lay on horses on my back lawn. She arrived in one of the winter's heaviest snow storms.

At the New York Boat Show I talked over my problems with a Mastercraft

Trailer representative with the result that a trailer arrived at my place, in a thousand pieces, just in time for me to assemble it for the boating season. I had a Drawtite hitch mounted on our car. Then came the fun of putting the boat in commission. And did I learn a lot of new things about boats!

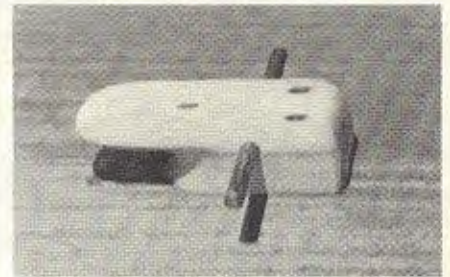
A fine new 18-hp. Evinrude Fastwin with a long shaft (to go with the high transom) and an electric starter was delivered to our house one spring evening, and my work really began. Being green as grass in the way of modern outboards and outboard boats I went ahead on the assumption that a mixture of good carpentry and rigging plus a little common sense would see me through—and so it did. Not only did I rig all the engine controls—throttle, reverse and starting, but I also put in the steering wheel and its cables, pulleys and clamps. I introduced some thimbles and shackles where I thought they belonged and put on some marline seizings in appropriate places.

Except for a little trouble the first time out, caused by the two-part reverse lever on the motor, the whole outfit worked perfectly for the entire season. I cannot praise too highly the Evinrude's performance. I was skeptical as all get-out about the utility and reliability of an electric starter, but never once did it fail to operate—usually at the first instant the switch was closed.

There was a funny contretemps when

the boat was first launched. Picture my wife and son-in-law standing on the dock while I and two young grandsons were in the boat—all full of anticipation. The switch was turned, the motor started at once to everyone's delight. Into reverse to back off the beach—then ahead. But the boat kept on going backward in circles to the amusement of all hands but me. After two or three circuits I stopped the motor and had one of the kids drop an anchor while I, with a very red face, got out the instruction book to find out what to do next. With a flush of satisfaction I finally got her going ahead and motored out to the mooring.

What had happened was this: The reverse lever is a two-part affair with a spring-actuated knuckle joint in the middle. For some reason I never was able to discover, it would go into reverse easily and there it would stay until I went aft and shifted by hand into forward. Finally, with tape and marline I



The mooring cleat and a quarter cleat and flagstaff (above). Below, the 8 lb. Spilker anchor in its chocks



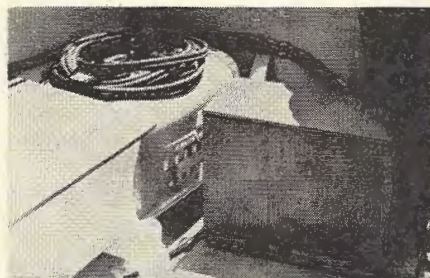
lashed the knuckle to form a rigid lever and had no further trouble. I'm hazy as to why the engineers made the lever in two parts, but doubtless they had a good reason.

Being a confirmed gadgeteer, there were a number of things I did in the way of fittings to equip the boat to my satisfaction. First, wooden cleats. I have always preferred wooden cleats, probably because I can make them to suit exactly, they cost almost nothing, and there is a certain satisfaction to using something you made yourself. I used white ash for mine and the photos show them. One, located on the starboard rail next to the helmsman's seat, is used for temporarily securing the mooring pendant when picking up the mooring. You have to go forward, over the windshield, to rig it permanently. The mooring cleat was designed to prevent wear on the mooring pendant and its after face is shaped to fit the rope. The $\frac{5}{16}$ " dia. bronze cross-pin serves both as a safety device to prevent the eye splice from jumping out of the cleat, and as an ordinary cleat for securing a bow line when tying up alongside a dock, or an anchor rode when anchoring.

I carry two anchors, a five-pound CQR and an eight-pound Spilker. The latter fits nicely, in chocks provided by the maker, on the back of the forward seat, to port, out of the way yet readily available. The little CQR with 50' of $\frac{3}{4}$ " nylon rode fits in the bosun's locker, aft to starboard. (The port locker aft is for the engineer—tools, oil, waste, etc. Its bottom is covered with a sheet of polyethylene to keep oil off the wood.) The Spilker keeps the boat off the beach when we picnic, the little plow is carried ashore. We have a tidal range of seven feet so must keep the boat well off the beach on a falling tide.

It had been my intention to buy a standard fiberglass battery box but I didn't realize they were not made to fit every size of 12-volt battery. I bought an Exide battery, which complied with the electric specs in Evinrude's instructions, at my service station; had it charged and then set out to get a box for it. No box! They're not made that size, so I had to make one. Fortunately, there was a suitable piece of Westinghouse $\frac{3}{8}$ " Micarta in my shop to make the base and four feet. The sides and top are made of $\frac{5}{16}$ " mahogany plywood glued with resorcinol glue. Varnished, it looked very shipshape, protected the battery well and could be used as a seat.

You will note from the photos that the starter switch is not located in the conventional spot on the dash but on the side of the dash support above the fire



The "did-it-myself" battery box, closed (top) and open

extinguisher. I did this in the belief that it would be better protected from the weather in that position. I know from experience how dew can seep into a keyhole and corrode the interior mechanism. Anyway, there it is and it caused no trouble.

The boat hadn't been in commission long before I discovered that it would be convenient for the helmsman to have a place where he could keep the odds and ends a helmsman needs: a lead line, horn, Speed Wand speedometer, flashlight, knife, etc. So I built a little shelf under the dash, out of the weather yet within easy reach. This also was of $\frac{5}{16}$ " mahogany plywood, varnished, and was well worth the trouble of making.

While making shelves I made one to fit right up in the eyes of the ship. It is triangular with two sides resting on the chine pieces and the after end finished off with a 2" rail—open at each end for a couple of inches. The forepeak in these boats is a wonderful place to stow gear but it has no floor and as bilge water runs in when it rains too much and gets things wet I cut out another piece of $\frac{5}{16}$ " mahogany plywood for a floor. It rests on top of the keel and keeps things nice and dry.

Since we like to go out in the evening to see the sunset (and perhaps troll a little) it behooved us to have approved running lights. The stern light is just an aluminum tube with a white 360-degree flashlight on top. It fits into a metal bracket screwed to the transom and has been entirely satisfactory. I carry a

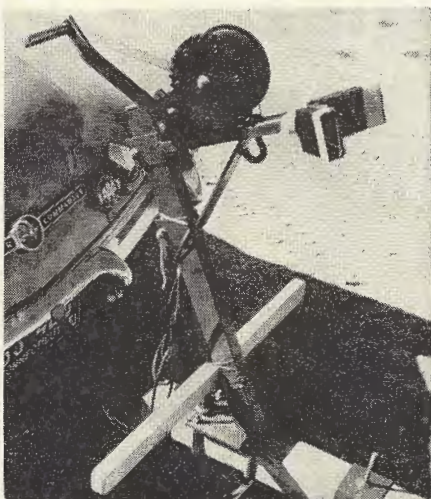
(Continued on page 364)



Helmsman's shelf switch panel and fire extinguisher, top, the canoe seat, above



One of the rod holders, above, the trailer handlebar and carpet padding, below



The Catamaran Today

Part II: Seaworthiness and Accommodations

By RUDY CHOY

(In the last issue of YACHTING, two controversial aspects of catamaran design, speed and ability to windward, were discussed. In this issue, stability, safety, seaworthiness, and accommodations will be evaluated. The first two topics will be treated together.)

MEN WHO HAVE gone to sea are consciously attuned to the sea's ever-changing moods. They know that the ocean's temper is determined primarily by the winds that sweep across it, creating the waves. Lord Byron wrote: "Roll on, thou deep and dark blue Ocean-roll!"

The designer of yachts can also appreciate the majesty of wind and water, but he must, of necessity, be even more

conscious of their unyielding demands upon the vessels he creates and then exposes to their forces. Their adjustment to the winds and waves determines the ultimate success of his boats, in terms of speed, stability, seaworthiness, strength, function, and beauty.

Stability and Safety

Next to flotation, any sailboat must possess stability, in one form or another. The hoisting of sails high up on a mast to provide power also brings the danger of capsizing unless steps are taken to prevent it. One often-repeated question about catamarans focuses on this problem of staying upright.

Frankly, it is a problem, but we worry as often about capsizing while ocean racing as the more conventional yachtsman does about sinking. A non-ballasted catamaran can capsize, just as a ballasted yacht can sink. Both types of accidents have happened—and will continue to happen! Since this is true, what is important to remember is the relative safety offered by the yacht design.

Misunderstanding about the catamaran springs from ignorance and widely-circulated myths, or from disastrous and sickening performances of poorly designed and built twin-hulled craft. Some people unthinkingly expect total safety from a catamaran. We can and do offer a great margin of reasonable safety. Total safety comes only with a harp and a halo!

Although there are several ways in which a sailboat can achieve stability, this discussion will be restricted to the well-known concept of *added stability*, as best represented by the lead-ballasted keel yacht, and to the widely misunderstood application of what I call *dynamic stability*, as best achieved by the catamaran. It is necessary to cite the conventional yacht of today for comparison because the public has accepted her as the stand-

Beckner



There is great initial stability in the design of a catamaran such as the 46' "Aikane"

ard of safety. Essentially, however, both principles represent different approaches in adapting to the reality of nature's uncompromising terms. Either approach presents advantages and disadvantages.

The hunk of lead on the bottom of the single-hulled ocean racing yacht provides *ultimate* stability. Although there is low *initial* stability, the lead weight becomes increasingly efficient due to its increased leverage as the yacht heels with the press of wind in her sails. When she is lying on her beam ends, the ballast works most effectively to bring the vessel upright again. Thus, she cannot capsize.

The modern catamaran has two hulls of identical shape and dimensions, spread apart and held together by a wing-bridge. The distance between these hulls is important, as this primary equilibrium factor varies as a function of the separation distance. By simple leverage, the natural plus the accumulated weight of whichever hull is to windward exerts a powerful restoring moment under the press of wind in the sails. Disregarding other considerations at this point, the efficiency of this method is superb. It is the design variable at the present time by which a catamaran achieves *necessary*, but not *ultimate*, stability.

Perhaps the meaning of necessary stability should be clarified. In July 1957, as we raced down Molokai Channel aboard *Aikane* on the last day out from Honolulu, we made the tactical error of passing too close to the western tip of Molokai Island. We jibed late and found that we were miles to leeward in approaching the finish line of the Trans-Pacific Race. The wind was blowing better than 25 knots on the starboard quarter. Loath to lose time, we eased the spinnaker pole against the jibstay, hardened up the main and close-reached as high as possible for the finish line. Despite strong catspaws which rushed down from the valleys of Oahu Island to windward and slammed at *Aikane*, we maintained 20 knots and didn't lift the windward hull! Under similar conditions, many of the Trans-Pacific racers took rattling spinnaker knockdowns which they found difficult to handle. We had more than adequate reserve stability, fore and aft as well as athwartships.

I believe that both methods for staying upright are proven and acceptable, but both are also design compromises which affect overall sailing performance in one way or another. There is little in the design of anything which is an unmitigated blessing; the sea must inevitably be paid. It is interesting to compare objectively the relative merits of the two methods for seeking equilibrium. Most design features can be shown to be either a credit or a penalty. The conventional hull offers the design credit of ultimate stability derived from the lead on her keel. The catamaran offers the credit of unmatched speed obtained from higher initial stability (permitting more efficient use of sails), and from elimination of extra weight, allowing greater acceleration. Also, she cannot sink.

What major penalties are paid? As to speed, the lead-ballasted yacht is permanently restricted to a maximum speed-length ratio formula of approximately $1.5\sqrt{L}$, where L = waterline length. In addition, the wind force is not as effectively used by the sails, because low initial stability permits some wind force to spill off to leeward as the yacht heels. Further, poor hull resistance to roll causes the phenomenon of rhythmic-rolling when carrying a spinnaker before following wind and sea. The hull shape of many modern single-hulled racing yachts offers only fair directional stability, so that spinnaker knockdowns in the open ocean are common. She is much more easily pooped or broached by large waves than a catamaran. Finally, unless watertight bulkheads or extra flotation are integrated into hull design (this is not usually the case), the lead-ballasted yacht can sink in a very short time if there is a collision with another boat, a meeting with a reef, or sprung planking from striking a submerged log.

The modern catamaran pays the penalty of being cap-

sizable, as covered briefly above. By comparison, she also offers poorer accommodations in all cats less than 40 feet in length. A catamaran is slower to come about and her turning radius is greater than the modern single-hulled yacht. She hobbyhorses more easily to windward whenever there is a short chop not to her liking. Finally, she takes up more mooring or docking space and is more restless lying at anchor.

In general, I think that a reasonable comparison has been offered and I would now like to suggest how to prevent capsizing of catamarans. Experience has shown that the crew



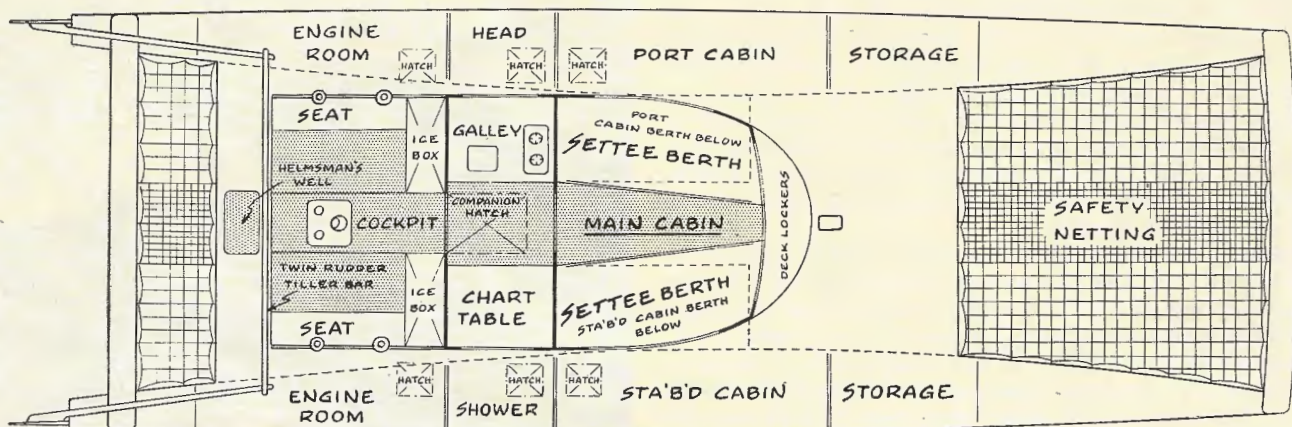
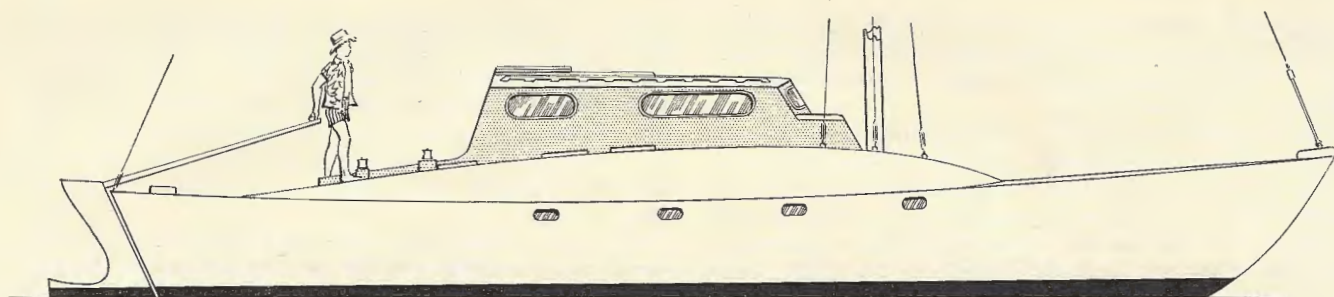
Ian Bruce

Foredeck rigging; note bridles for fore and jib stays and luff spars for stiffening headsail luffs

is the most important factor in this. Just as a drunken or inexperienced driver can flip a car by going 60 miles per hour around a sharp curve, so can an inexperienced or careless crew overturn a catamaran, or for that matter any non-ballasted sailboat, at sea. Any yachtsman with the ability and experience of sailing a small centerboard sloop, such as a Thistle, can safely handle a cat. At least 95% of sailing yachtsmen fit this category. Some additional advice for getting the most efficiency at high speeds, and a few hours' sailing time aboard cats, are the only requirements. Men who have sailed modern planing dinghies or the Inland Lake Scows are especially well qualified.

Recently, for example, Frank Hooykaas, well-known Trans-Pacific racer and owner of the 83-foot M-Class sloop *Barlovento*, sailed a 24-foot l.o.a. catamaran of our design from San Diego to Acapulco in a little more than 10 days. Mr. Hooykaas is a redoubtable ocean racer of ballasted keel yachts, but he had no previous experience in catamarans. Despite "bugs" in the rudder system, which were undiscovered since she was launched less than two weeks before the 1430-nautical-mile trip, he stated that he felt *safe* all the way to Acapulco. She was never unstable off the wind at any time, Hooykaas emphasized, despite 40-m.p.h. winds and steep, breaking seas. Until trouble with the rudders forced him and his crew of three to shorten sail and slow down for two days in order to jury-rig a single rudder arrangement, the 24-foot catamaran easily carried a masthead spinnaker and mainsail, a total of almost 800 square feet, at speeds up to 20 knots!

However, in an objective analysis of the catamaran, setbacks as well as achievements must be discussed openly. In this spirit, I want to inform the reader that last year a smaller catamaran of my design capsized in Long Beach Harbor.



Profile and plan view of "Aikane." Port and starboard cabins in hulls have shelf berths

Wellbrock

Except for a dunking, there was no damage. I mentioned earlier that some people expect total safety from a catamaran; such people openly chorused, "I told you so!" Those who are more objective about progress, however, can re-read what I have said about stability in catamarans, which was written long before this capsize. I emphasized that the cata-

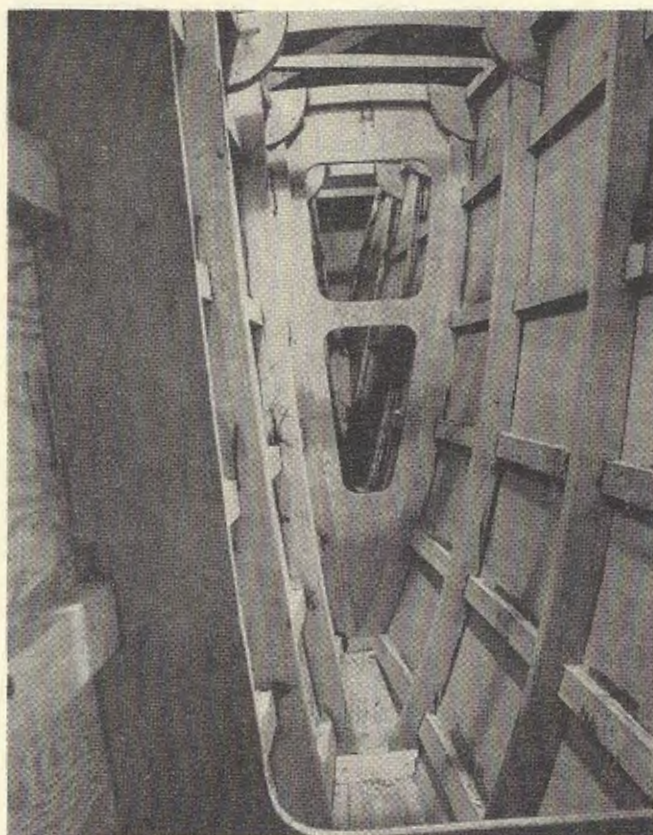
maran *today* offers a great margin of reasonable safety, but that its stability—which is only one phase of safety at sea—is dependent upon such variables as crew skill, the course, sail plan, and the size of the catamaran. Because it seemed obvious, I barely implied mechanical failure as a fourth, and very rare; variable—which was applicable to the boat in question.

This 24' midget ocean racing catamaran was being sailed hard on the wind in a 15-knot breeze under genoa jib and main. A puff started to lift the hull. As is normal procedure with all non-ballasted boats, her skipper reached for the mainsheet in order to ease the wind pressure. Easing a foot or two, at most, is all that is needed. However, the jam-cleat was swivelled to leeward and had frozen in that position; repeated yanks failed to release the mainsheet. The weather hull continued to hike slowly upward till it reached and went past the critical capsizing angle of 45°. The sheets could not be eased and she went over.

What does all this boil down to? First, mechanical failures are applicable obviously to all boats and other man-made contrivances. Second, freezing of a jam-cleat swivel happens to be pretty rare—as rare as a steering wheel in a car going out. Third, this class of catamaran continues to offer more stability than any other 24' sailboat afloat, except for the ballast-keel boats of the same length. Fourth, off-the-wind, I believe they are safer than practically any other type of sailboat. Fifth, isn't it a little unreasonable to demand every possible attribute of total safety from a sailboat only 24' in length? And finally, performance has shown that they are reasonably safe, ocean-racing catamarans—the smallest size practicable today. Since "the incident," she has been sailed frequently in ocean races off California.

Other than the human variable, catamaran stability depends upon several mechanical factors, all related to proper design. These are design variables, such as length of hull relative to overall beam, center of effort of sails, location of natural ballast to a small degree (such as food, water, equipment, etc.), and location of centers of buoyancy and gravity. Most important for stiffness is the size of the catamaran.

In order to design safety and stability into a catamaran,



Ian Bruce

Light but strong construction in "Aikane's" hulls

the length-of-hull to overall-beam ratio must not be greater than three-to-one. For example, a 39-foot l.o.a. catamaran should have a minimum overall beam of not less than 13 feet on deck. Also, the beam should not be more than $1\frac{1}{2}$ feet, or a two-to-one ratio. Somewhere within these limits, stable cats result.

The center of effort of the sails should not be too high. This C/E conservatism takes priority over other considerations, such as a high aspect sail ratio, which is theoretically more efficient. Here is a cardinal example of how theory can easily lead to trouble when followed blindly. Through years of experience, we have found that a comparatively moderate aspect sail plan, with a low C/E, actually provides more efficient driving power, since it helps a cat to stay on her feet and utilize the wind force without sacrificing necessary sail area.

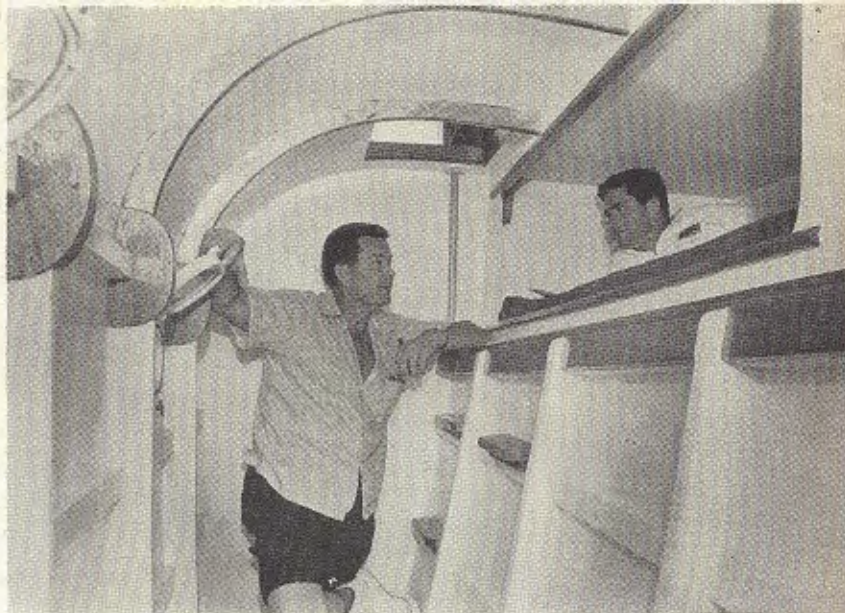
For closed course racing, any movable weight should be divided evenly between the two hulls, fore and aft as well as athwartship. For long ocean races, or where the race is one long leg, the movable weight (including crew) should be shifted to the weather hull, as the wind waxes stronger. Also, all sheets should lead to quick-release cleats.

The size of the boat is one of the most important factors in determining stability. For instance, if an arbitrary length-to-overall beam ratio of three-to-one were selected, then a catamaran of 60 feet would be immensely more stable than a catamaran of 20 feet, other relative considerations being equal. The larger boat would not even begin to be affected when the smaller one would be pressed hard enough, on the wind, to have one hull out of water.

The critical angle of heel is approximately 45 degrees from the horizontal. For instance, the weather hull of a 20-footer would have to be over three feet out of water before the *point of no return* is reached. Any yachtsman reasonably familiar with centerboard yachts could "fly" a hull over a foot out of the water with confidence while day sailing. As a general safety rule, however, we never permit the windward hull of our larger catamarans to leave the water when the winds are fresh, since overall sailing efficiency is reduced by this spectacular maneuver. We shorten sail area or ease sheets and keep the cat on her feet.

Here are some additional suggestions to keep in mind when sailing a catamaran to windward. If the wind velocity is below 15 m.p.h., its overturning power is negligible on all properly designed cats more than 20 feet in length. The 20-footers are affected by wind velocities of 12-18 m.p.h., if close-hauled and driving into head seas. It is time to reef. For larger catamarans up to 46 feet l.o.a., sail must be reduced to a working jib and probably a reefed main whenever the wind is snorting from 20 to 25 m.p.h. Other than eliminating all chances of capsizing, this is also advisable because not much sail area is needed while beating under these conditions, since the hulls are easily and comfortably driven. With large catamarans over 60' l.o.a., sail area should be lessened when the wind is over 25 m.p.h. This velocity is a fair arbitrary number since most large yachts would also shorten down to working canvas at this time.

To illustrate the question of inherent stability beyond what I hope will be any further doubt, study the illustrated "wind rose." We can assume that any good yacht can point 45 degrees into the wind. Since a good Hawaiian cat is not an exception, assume that she is close-hauled on this heading. From 45 degrees to 65 degrees off the wind, reasonable alertness and helmsmanship are necessary when the wind velocity is enough to affect the size of catamaran indicated above. Aboard smaller catamarans, all the crew should be on the weather side when the wind is stronger than 15 m.p.h. This is necessary for cats up to 46 feet when the wind is over 20 m.p.h. Feathering into the wind and easing the sheets a couple of feet are adequate if full sail is still being carried, but it is advisable to reef in order to lower the C/E of sails. For a 60' l.o.a. catamaran, shortening of



Ian Bruce photos

Shelf bunk in starboard hull, reached through hatch



"Aikane's" main cabin looking forward

sail alone has usually been found to be adequate.

On headings of from 65 to 95 degrees, reasonable alertness for the harder wind puffs in fresh winds (20 to 35 m.p.h.) is advisable. While close-reaching like this, however, the helmsman should consider bearing off rather than hardening up, as this procedure is usually much easier and the craft finds stability faster. Also avoid situations where your craft is nearly dead in the water with sails up, sheeted in, cleated, and exposed to sudden knockdown blasts of wind.

Off the wind, on headings from 95 to 180 degrees, one is pretty much in the promised land, with the safety factor becoming absolute when approaching the latter figure. On this course, I doubt if there is anything afloat that is safer than a catamaran, even with big seas breaking and the wind whining. Broad off and dead down, it seems impossible to overturn a catamaran, with the sole exception being the possibility of taking a spinnaker knockdown while ocean racing. One would have to almost intentionally steer his craft into a knockdown position. If there is such a helmsman aboard, persuade him to forever leave the sea. He is the sort of chap who would blithely ignore

(Continued on page 371)

SAFETY

DURING the past year more than 75,000 pleasure boats have been examined by qualified members of the Coast Guard Auxiliary. In every instance these examinations, for which there is no charge, have been made at the request of the owners.

If, after examination, the craft is found to be equipped in compliance with both existing regulations and special Auxiliary requirements, an Auxiliary decalcomania is awarded. This "decal" informs the U.S. Coast Guard that the boat has been examined, and a boarding will not be made unless there is evidence of flagrant violation.

Owners of boats which fail to pass examination are advised how to correct any deficiencies, and no records or reports are maintained of craft which do not qualify.

Three Lions photos



Each of the various items of gear aboard is carefully checked by the examining CGA officer. The boat's registration papers (below) must be available at all times



The fuel tank, its piping, and location of the stern light (below), are major items



AFLOAT



What about the size of those numbers?



No item aboard is more important than the number, condition, and location of lifesaving equipment



Are the cushions properly tagged?

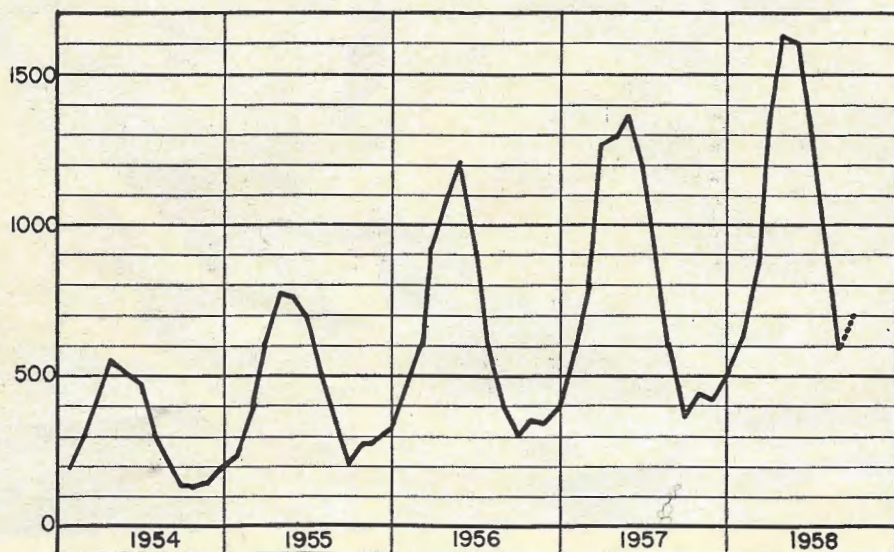
Often running lights are improperly placed or are not of the correct size. This is a common deficiency which can be easily corrected



THE FACTS AND THE FIGURES

By JOSEPH E. CHOATE

*Secretary, National Assn. of Engine and Boat Manufacturers, Inc.,
and Chairman, Boating Industry Advisory Committee on Statistics*



Compiled by Ernst & Ernst
Average production of recreational craft, January, 1954 through mid-September, 1958.
The indices are based on average monthly net shipments 1947-1949=100

IN SPITE OF THE economic recession that gripped most of the United States during the early months of 1958, recreational boating continued its upward climb as the nation's leading outdoor family sport. About 2,000,000 new nautical converts joined the men, women and children already taking part in the sport to boost membership in the American recreational boating fraternity to a record 37,000,000 by year-end 1958.

Of this prodigious slice of the nation's population something less than 7,000,000 actually owned boats. The other 30,000,000-plus were members of the skipper's family, friends and neighbors that served as crew aboard the pleasure craft that dotted lakes, rivers, ponds and the protected coastal fringes of the Atlantic and Pacific Oceans and Gulf of Mexico.

The recreational boating industry—the manufacturers, distributors and dealers that build, sell and service the nation's pleasure craft—closed out its year-end books with an estimated total of \$2,085,000,000 retail sales, the first time that the industry has topped the magic two billion dollar mark. This record dollar volume spent for boating pleasure—an “across the board” increase of nine percent over 1957—is more than double the \$1,000,000,000 expenditure in 1954 and

covers the whole gamut of boating expenses—the purchase of new and used craft, marine engines, outboard motors, trailers, accessories, safety equipment, fuel, insurance, docking, maintenance, launching, storage, repair and boat club membership.

To measure the scope of recreational boating, the industry has established a special Advisory Committee on Statistics which includes representatives from the two leading trade associations—the National Assn. of Engine and Boat Manufacturers and the Outboard Boating Club of America—the major consumer and trade magazines in the field, the marine petroleum products producers and the U.S. Coast Guard. This committee publishes its annual report at the close of each year, and it is from the 1958 edition of this report that most of the information in this article is taken.

Using the best information available through many sources, the statistical committee estimates that there were a total of 7,330,000 recreational craft in use on all waterways throughout the United States during the past year. A 5.3 percent increase over the 1957 pleasure fleet, this total includes inboard cruisers and runabouts, outboard boats, sailing craft—both open day sailers and cruising vessels, many equipped with

prams, canoes, folding boats and all other miscellaneous watercraft used for recreational purposes.

Biggest single chunk of this gigantic armada is the 3,620,000 cruisers, runabouts and utilities built expressly for use with outboard motors. By industry definition an outboard boat has the transom especially designed so that the motor or motors will hang efficiently on the stern. To these can be added the second most populous group, the 2,425,000 miscellaneous small craft, such as row boats, dinghies and prams, many of which are used with outboard motors also. This group likewise includes the canoes, folding boats and air-propeller driven swamp boats that are popular for hunting and exploration in the Everglades and other of the large swamp areas in the southern United States.

The U.S. Coast Guard currently is charged with numbering all motorboats for use on federal waters under the U.S. Numbering Act of 1918. This 40-year-old statute will be repealed on April 1, 1960, by the recently-passed Federal Boating Act of 1958 radically changing the numbering of recreational boats on navigable waters. However, still under the old numbering law, the Coast Guard's 1958 records show that during the year there were 481,000 craft registered with the federal government compared with 437,000 a year ago. This is about a 10 percent gain in one year. Boats numbered for use on federal waters include all undocumented inboard powered cruisers and runabouts, outboard boats more than 16 feet long and an estimated 44,000 sailboats equipped with auxiliary engines permanently installed.

About 20 percent, or just under 100,000 of these numbered boats are located in the Coast Guard's Third District, which takes in the Atlantic coast from Watch Hill, R.I., south and west to Delaware and Eastern Pennsylvania, including Long Island Sound and the Jersey shore area. Second highest registration of numbered boats is the Ninth District encompassing all the Great Lakes and the St. Lawrence River with just over 15 percent of all such craft.

The U.S. Bureau of Customs has awarded marine documents to about 4,000 larger seagoing recreational craft

(Continued on page 366)

A DO-IT-YOURSELF BOATYARD

By BOB RUSKAUFF

AN ILL WIND "blew some good" in the case of what is said to be the only full-scale do-it-yourself boatyard in the Southern California area. Operated by the pioneer western shipyard of Fellows & Stewart, Inc., it is at Berth 206, Terminal Island, Cal.

It all stemmed from an ill-enough occurrence which unearthed a word that has become anathema around Long Beach-Los Angeles harbors and other southwest areas—"subsidence." The land on which Fellows & Stewart had for decades conducted their heavy shipbuilding and repair work was sinking below sea level. The heavier work had to be moved. But nearly 8,000 square feet of space, including buildings, left behind a 14-foot dike on Cerritos Channel, was still available for lighter activities. It seemed a shame to let all those facilities lie

idle. So came the DIY yard which also includes small-boat storage and haulout at an adjoining berth. It, in part, also launched Fellows & Stewart into the building of a new class inboard runabout for youngsters, called "Little Fellow."

Richard Fellows, manager, said that while no strong effort has been made to "punch" the program along, it has been gaining momentum and many enthusiasts have been enabled to carry along with DIY plans that would have been difficult, even impossible, to realize in their own backyard.

"The good features are that one can do all, or any part of the work himself," Fellows said. "We've got the tools, and space and the buildings, with hardware and materials available, plus experienced help or advice when needed. We also offer groups a free clubroom for regular meetings.



Tools and expert advice are available for all such operations as cutting a bunk board, or making an engine repair



Do-it-yourselfers benefit from well stocked supply shelves



Ruskauff photos

You can do as much or as little of the work as you wish

THOUGHTS ON BOAT TRAILING

Tips on Planning and Equipment Which the Author Has Found Useful

By DON CULLIMORE



Typical "button-up" rig over cockpit protects gear
Gator Trailer photos

MORE AND MORE, the lure of the "open road" for extended vacation trips into primitive country is attracting fishermen and families with trailer-borne boats.

One uppermost question in the mind of folk considering such a trip is: "Will I have trailer trouble and, if so, what can be done about it—in sparsely settled and rugged country where repair facilities and replacement parts may be unobtainable?"

With a trailer of adequate capacity, properly loaded and handled, the traveler should encounter no major difficulty if a few extra precautions are observed. In general, it is advisable to select a trailer made by one of the numerous reputable, nationally-known manufacturers, which has quality components and has been subjected to rigid testing by its builder.

In preparing for the trip, the matter of loading can be highly important, both to your comfort and safety on the road, and the protection of your equipment.

If you plan to carry a quantity of non-marine gear in the boat, this additional gear (camping equipment, tackle, supplies, etc.) should be so distributed within the craft as to receive the maximum amount of possible direct support from the cradles. In other words, load it over the cradle positions, rather than in the less-extensively-supported midship section.

Load in such a way, however, as to retain the tongue-heaviness recommended by the manufacturer—usually 5 to 7 percent of gross boat-motor-and-gear weight, depending on the size of the boat. A 16-ft. fishing boat may be as low as 50 pounds tongue-heavy; a 20-ft. cruiser as much as 120 pounds.

If loaded fuel cans are carried in the boat, unscrew the cap sufficiently to relieve air pressure—and do not load other gear over them in such a way as to retard the escape of gasoline fumes. Do not fill fuel tanks too close to the top, as gasoline is susceptible of considerable expansion in hot weather.

All gear carried within the boat should be padded (tents, cushions, etc. can serve as shock padding), and lashed in place.

If you are carrying a heavy load in the car (and with a family of four you usually are), it is advisable to use overload or helper springs on the automobile. These will give a bit rougher ride, but they will compensate for the added tail-weight due to the trailer and the unusual car load. Conceivably, this could prevent damaging the differential housing—which on the modern low cars might otherwise be banged on protrusions in very rough roads. The trailer has enough clearance to go anywhere the car will—more clearance than the car, in fact.

For extended travel over rough roads, a bar tie-down is most suitable. While the present good-quality nylon straps are excellent for virtually all conditions, they may not have the unyielding rigidity provided by a bar under exceptionally rugged road conditions.

In tightening the bar, tighten wing nuts until bar is firm and unyielding—and quit. Unnecessary additional pressure can spring the boat.

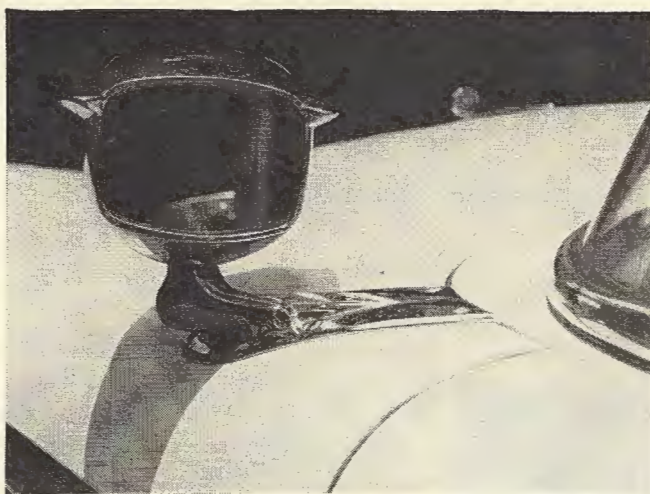
For the bow tie-down, use heavy shock-cord ($\frac{1}{2}$ " diameter). Also, leave the winch-line attached to the boat's loading eye as a secondary safety feature, but with enough slack so it will not impede the boat's flexibility under road shocks. Over rough roads, check the tie-downs every once in a while. The best of 'em can loosen if conditions are bad enough.

One more suggestion on the tie-down bar: many trailer owners mount their license plate and combination tail, stop and directional lights on the tie-down bar; using male-female connectors to plug it into the trailer wiring. This will raise your license above possible road damage. It is also an excellent idea to strip reflecting red tape at either side of the boat's transom as an additional safeguard in night travel.

The writer has traveled thousands of miles with trailers and has yet to experience a flat tire; but just the same, he carries a spare tire mounted on a wheel. Chances are the trailer tires will long outwear those on your car; and unless you swing an axe carelessly or travel on a road paved with broken glass you're unlikely to require replacement. The one extra mounted tire will permit a fast change in case of a puncture and, since punctures can be repaired, should be adequate. A spare tube might be a good idea, however.

Among miscellaneous items: don't forget periodic greasing of the trailer wheel bearings, recommended every 1000 miles. And if, by mishap, the bearings are submerged in launching or loading, have them cleaned and repacked at the first opportunity. *There is no such thing as a waterproof wheel-bearing grease seal.* When a friction-heated hub is immersed in cold water the impounded air contracts, a vacuum develops, and the water's going to be sucked in.

Protect the boat en route with a canvas cover which will keep out rain. A trailer-borne craft containing water is unwieldy on the road and susceptible to hull distortion or "hook." Periodically, check and tighten all bolts, since you're under abnormal road conditions. If the winch-handle is detachable, remove it and carry it in the car while traveling;



A pivoting side-view mirror for the driver is an important safety factor when trailing a boat



Stop and directional lights can be carried on trailer, boat or both. Here plug-in directionals are mounted on the bar tie-down and are safe from water when loading



Useful for launching trailer on soft beaches is a clamp-on hitch on the car's front bumper

especially over rough roads. This will avert wear on the drum-shaft, from vibration.

About the only other possible source of trouble, is the coupler. It is possible—not probable but still possible—that



Sawyer

Many heavy sail and power boats need four wheel trailers

an extremely tortuous wrenching action on rough roads could "spring" or distort the lip in such fashion that the ball could work loose. A spare coupler might be a good idea—there's not a chance in a million you'd need it, but if you do you might need it badly. The detachable "lock" mechanism of it, for example, could be used for replacement purposes. The cup unit should, of course, be welded on if replacement is mandatory. However, the old cup could be hammered back into shape and used with the replacement lock, to meet emergencies in case both were damaged. Use a good frame hitch, preferably one constructed to fit your particular car (not a bumper hitch).

An excellent safety feature is side-view mirrors on both sides of the automobile. Personally, I use a combination spotlight-mirror unit on the driver's side; thus from an inside knob I can rotate the mirror for best visibility under a given road condition.

In woods country there is a possibility that on occasion you will want to push the trailer ahead of the car for a short distance to reach a particular launching spot. In such case, a front bumper hitch comes in right handy, increasing maneuverability and often avoiding the necessity of getting back wheels on soft ground where they might mire down.

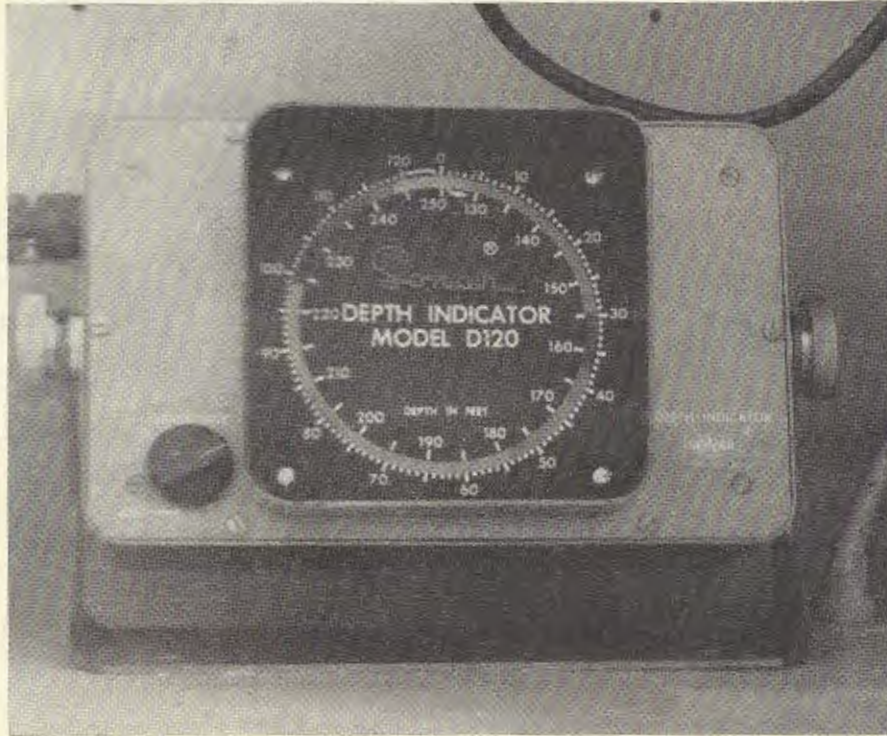
If you are crossing into Canada (or Mexico) have with you a memo containing the serial number of your outboard motor and an itemized list of other major gear carried in the boat; also a statement of values. It'll save time and trouble at the customs houses.

The last admonition applies to every traveller; but for emphasis let's remember to drive at a rate of speed where your rig is constantly under control (a bit slower than normally, because it takes more time to stop). Check your trailer lights frequently to insure they remain in top working order, and allow plenty of room when passing other cars.

SOUNDING MACHINES

Electronic Sounders Have Revolutionized Many Phases of Fishing and Yachting

By FRANK T. MOSS



Moss photos

This flasher-type sounder is prime aid to the inshore fisherman or the coastal navigator

The flying bridge recorder installation (below) is handy to the helmsman's position



ONE OF THE important secrets of successful fishing is knowing that a direct relationship exists between the depth of water and character of the bottom of a given ocean area and the fish that live there.

Fish are gregarious creatures. They school together for mutual protection and for breeding, seeking out locations where bottom conformations offer food and protection. Banks, ridges, rock piles and trenches on the ocean floor are a few of the bottom features fish find attractive.

Once in a while a major bottom irregularity will give evidence of its presence on the surface. The great tide rips off Montauk Point and Nantucket Shoals indicate the presence of banks and bars beneath the surface. Many of these rips are prime fishing spots. However, only a small percent of all the good fishing places in a given area can be spotted so easily on the surface by eye. To probe the ocean depths for likely fishing bottom the angler must depend on some sort of depth-measuring device or sounding machine.

Until recently, the only practical sounding device was the lead, an out-sized sinker hung on the end of a marked, measured sounding line. The sounding lead is still used and is simple and accurate within its limits, but there are serious drawbacks to its employment by ordinary boating folk.

Soundings with the lead are difficult to obtain unless the boat is stopped dead in the water. Continuous soundings while the vessel is running at full speed are impossible. The art of heaving the lead and reading and interpreting the soundings obtained is not easy to master.

With modern electronic sounding machines, almost any boat owner, can locate and catch fish or pilot his boat under conditions that would have stumped all but the sharpest of the old-timers. An understanding of how modern sounders function and what they can do is of interest to the serious fisherman or cruiser.

First, it should be recognized that the electronic sounding machine is not actually a "fish finder" except in certain special circumstances. The so-called "fish-finder" is a more elaborate, expensive piece of gear closely akin to

naval sonar submarine-finding equipment. Fish-finders of this type, used by many commercial fishermen, are rather too complicated and expensive for the average sport fisherman. Properly used, the electronic sounding machine will provide the sporting angler with all the information he needs to locate and stay with good fishing areas.

Electronic sounders can be divided into two classes, the flashers and the recorders, each with distinct advantages. A flasher presents its visual indication of the depth of water by means of a rotating, rapidly-flashing neon light that flashes at the appropriate spot behind a transparent, circular, calibrated depth scale. The scale may be marked in feet or fathoms. A recorder, on the other hand, shows the depth as a graph line or profile of the bottom drawn on a special paper tape.

Both flashers and recorders employ identical electro-mechanical means for obtaining the soundings. The transmit-

ter section of either type generates a series of rapid, timed electric pulses which are fed to a device called the transducer, located in the bottom of the hull. The transducer converts the electric pulses into corresponding pulses of high-frequency sound which are aimed down through the water toward the bottom.

When these sound pulses strike the bottom—or intervening objects such as schools of fish—echoes bounce back toward the surface. These echoes are picked up by the transducer and are re-converted into weak electric pulses that are channeled to the receiver section of the instrument. Here they undergo several stages of voltage amplification until they are strong enough to actuate the instrument's visual depth indicator.

With a large assortment of models to choose from, the prospective owner of a sounding machine should have little difficulty locating a unit that will suit

his needs and his pocketbook. However, a number of practical factors may govern the choice.

The least expensive and probably most popular of the newer sounders are the small, compact, shallow-water flashers. At least one model features built-in batteries and a portable transducer which may be dunked over the side of the smallest outboard or hand-propelled boats. Others are designed for permanent installation and are powered by the boat's 6 or 12 volt electrical system. In general, the present crop of smaller flashers can sound waters of from 80 to 250 feet maximum depth and cost anywhere from \$90 to around \$200.

The advantages of the flasher are low initial cost, compact design, easy maintenance and flexibility of installation. Flashers are ideal for the inshore fisherman or the casual cruising man. They provide inexpensive peace of mind for the family man who is teaching children (and perhaps himself) the rudiments of nautical lore. However, for serious deep-water fishing, flashers have one distinct disadvantage. They cannot make and preserve a permanent record of the depth of the water or the character of the bottom over which a boat has passed.

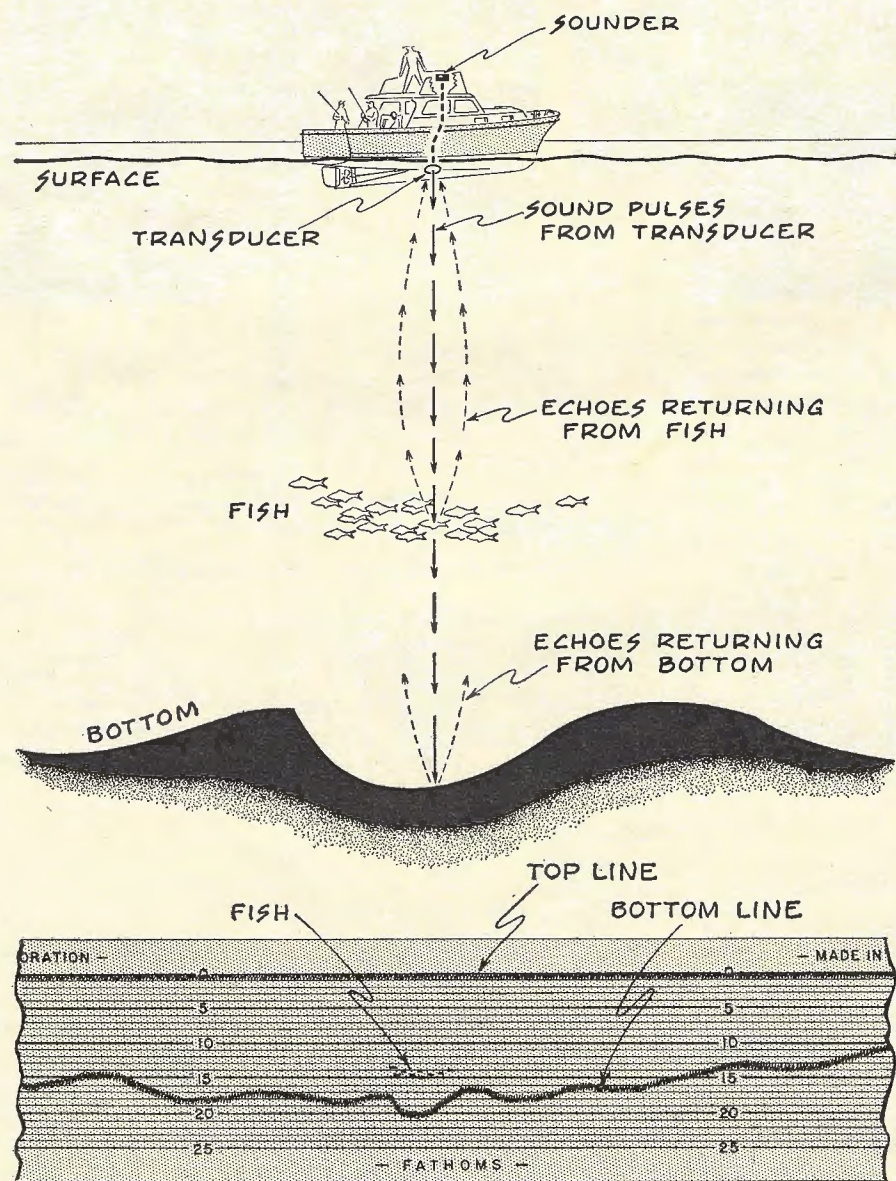
This is where the recorder shines. Drawing a continuous profile of the bottom on its paper tape, the recorder makes and maintains a visual record of the bottom wherever the boat may go. A built-in memory of this type is a tremendous asset when searching for an elusive bottom formation or when evaluating what has transpired during the day after the trip is over.

Modern recorders are vastly improved over prototypes of just a few years ago. Models suitable for the yachtman's everyday coastal use feature one-unit construction with internal power supplies. A typical machine is hardly bigger than a shoe box. Finding room for it close to the control station is seldom a problem. Costs vary, but average around \$500 for a machine that can sound depths to 50 fathoms in either one or two stages of depth presentation.

Installing a sounding machine is not difficult, even on smaller boats. The most logical location is close to the control station used for fishing or cruising, usually the flying bridge. Sounders are relatively sensitive instruments and care must be taken to protect them from moisture and excessive vibration.

One popular type of installation calls for mounting the instrument inside a weather-tight locker in the flying bridge. The indicator face may be read through a glass or lucite door. Provision should be made for ventilation of the locker because the condensation of moisture inside a closed, unventilated locker is

(Continued on page 362)



The tape above gives the approximate reading you would see on your sounding machine tape if operating in these conditions



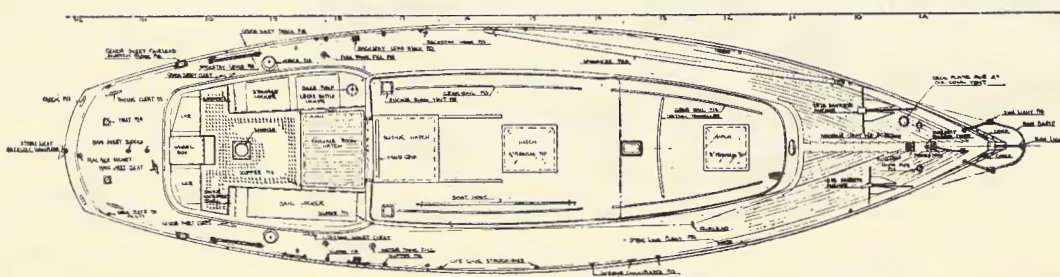
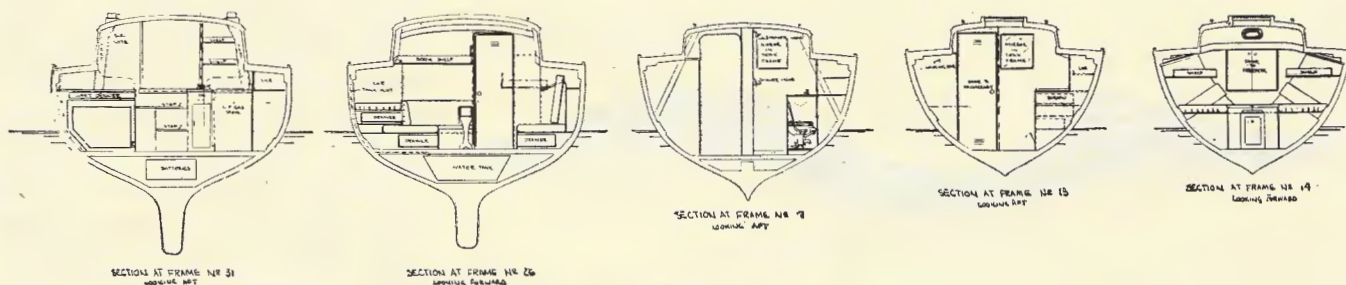
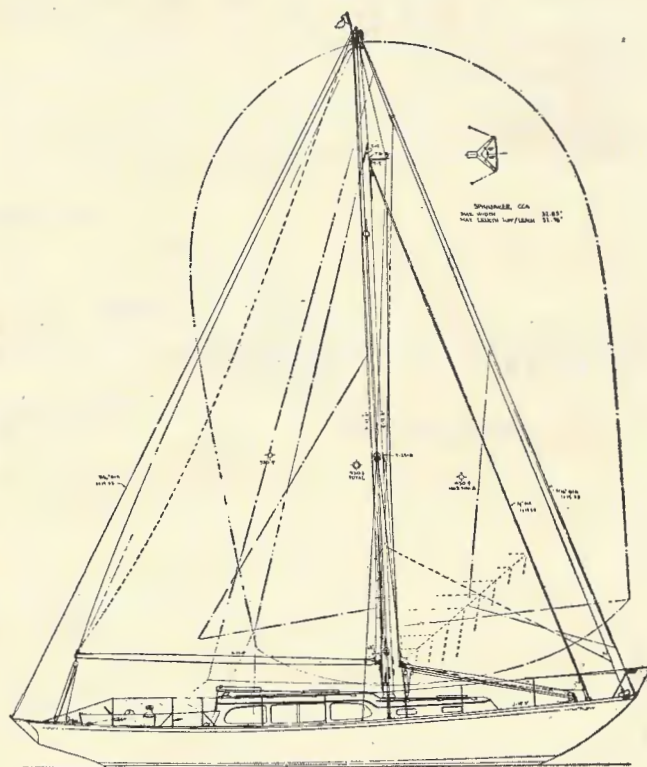
Fortier photos

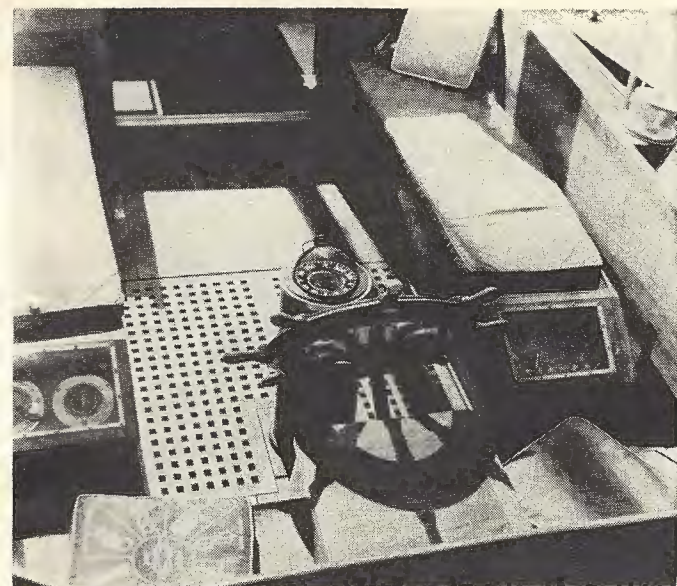
RICHARD S. MORSE, a member of the Boston and Quisset Yacht Clubs, ordered the designs of this unusual yacht from John G. Alden & Co. Inc. and had her built in Hong Kong through Oriental Yachts, Inc. She was launched in the spring of 1958 and attracted a good deal of attention during the past summer. Perhaps her most unusual feature is her large deck house which gives a great deal more than normal space below decks.

"MANDARIN"

47 FOOT AUXILIARY CUTTER FOR A BOSTON YACHTSMAN BY ALDEN

With accommodations for an owner's party of six, an adequate 32-volt electric system and many conveniences such as radio telephone, depth sounder, RDF, etc. in addition to generous tankage of 100 gals. of fuel and 150 of water, this boat offers all the comfort that one could ask for cruising. Power is furnished by a Mercedes-Benz diesel driving a
(Continued on page 361)





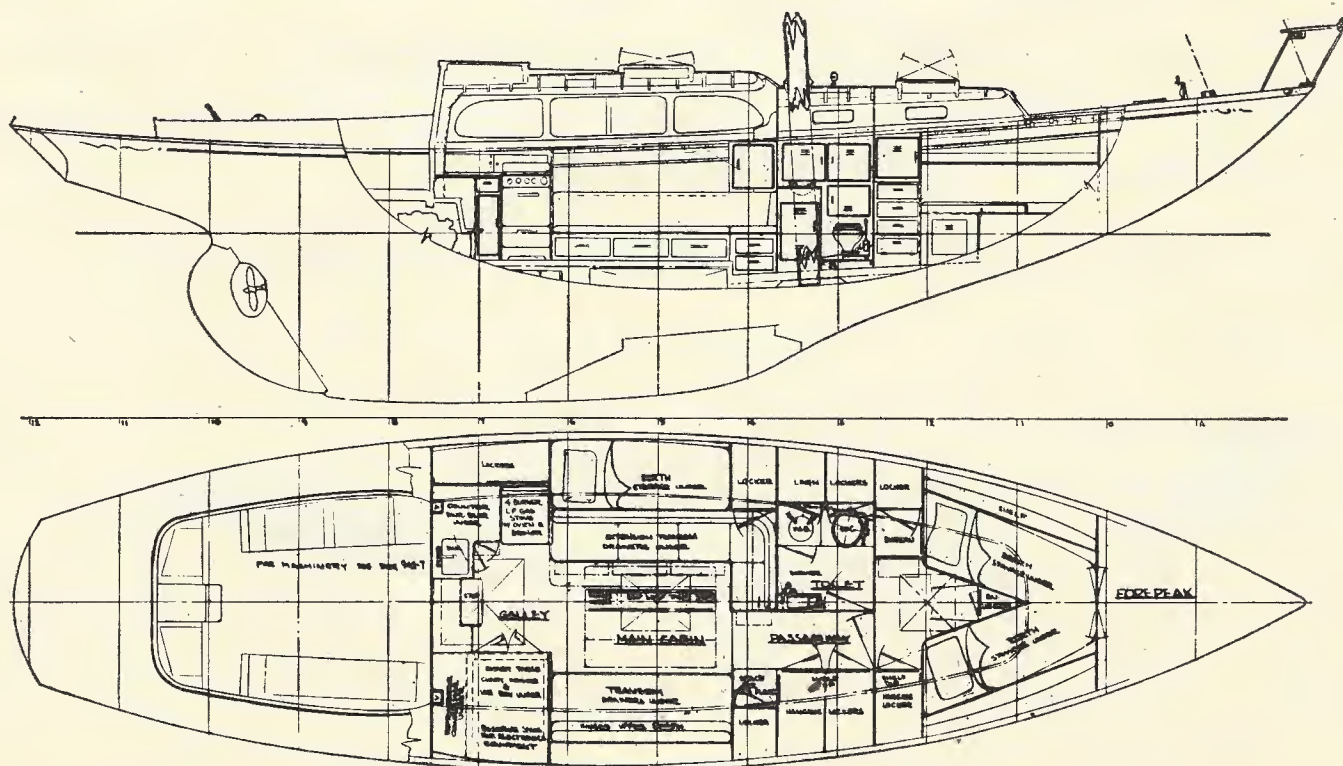
Although she has a commodious deckhouse the helmsman's view is unobstructed



Two views of the spacious cockpit showing (above) the engine instruments beneath glass to starboard and to port the Kenyon Speedometer and Guest Wind Indicator. "Mandarin" has a White Automatic Pilot



The interior of the big deckhouse is exceptionally light and airy with its big windows and skylight. Note the carved panel in the forward bulkhead with its symbolic dragons. Four berths, one standing, are in the deckhouse





Beken & Son

"TOUCHE TOO," PHIL RHODES' OWN BOAT

THE high speed, all-welded aluminum express cruiser shown here was designed by Philip L. Rhodes for his own use, primarily as a day boat but she has adequate facilities for occasional overnight or weekend cruises. Built by Paasch Marine Service of Erie, Pa., the hull is similar to Rhodes boats turned out for oil companies for transporting personnel. The owner's stateroom is forward and the big deck lounge has the

L.o.a., 52'3" Beam 12'8"
 Draft, 3'6"
 Power, twin GM 6-71 turbo-charged diesels

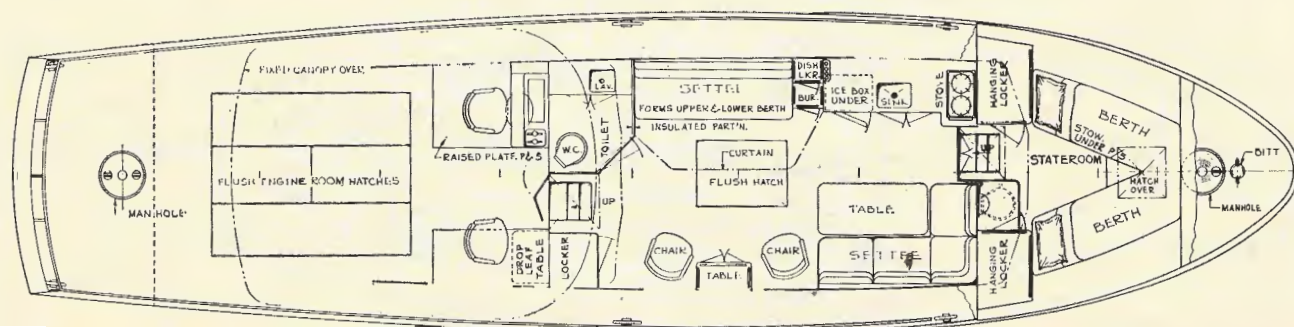
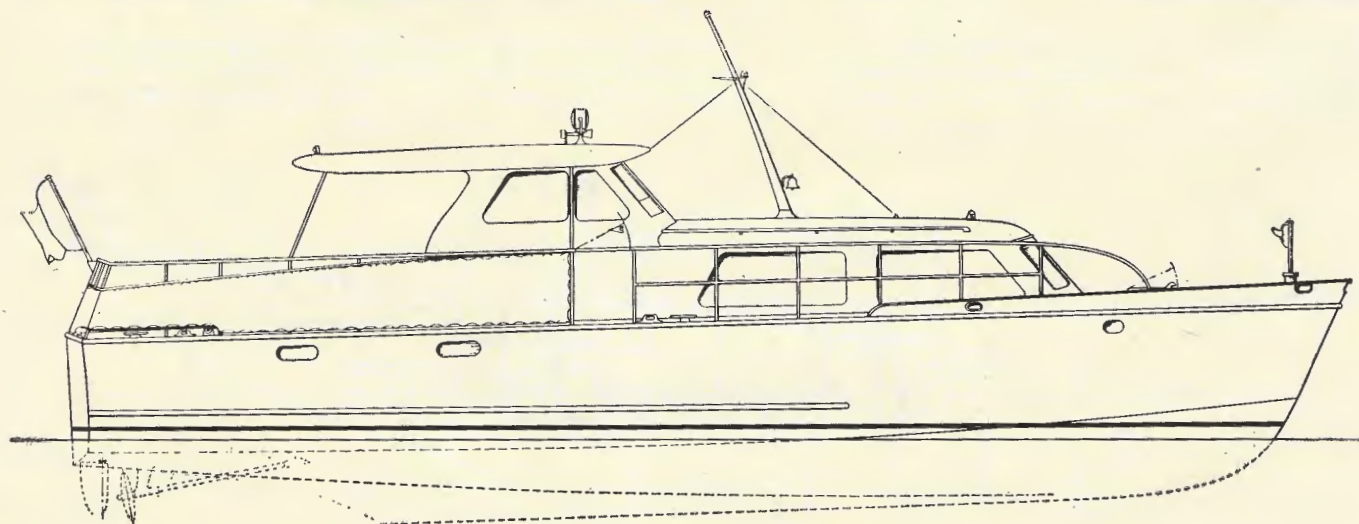
galley to port, forward, curtain enclosed upper and lower berths aft, the dining area to starboard.

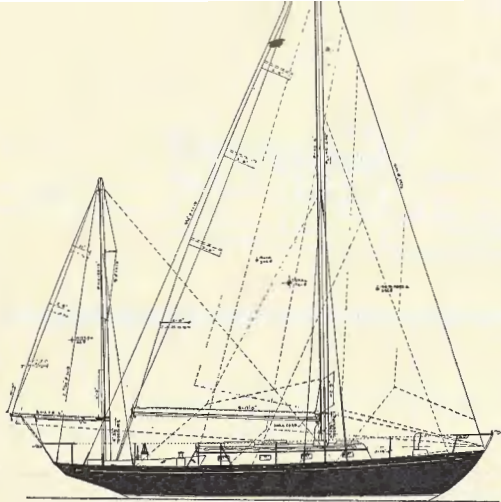
Power is supplied by a pair of GM 6-71 turbo-charged, aluminum-block

diesels which deliver a maximum of 35 and sustained speeds of 25 to 28 m.p.h.

Topsides are 3/16" aluminum, the bottom is 1/4". Framing is longitudinal with transverse web-frames and four watertight bulkheads. The superstructure is all aluminum with fiberglass sound absorbing insulation.

For more complete particulars please communicate with Philip L. Rhodes, 11 Broadway, New York 4, N.Y.





"KATAMA"

SPARKMAN & STEPHENS 38' CENTERBOARDER

BUILT in Germany by Matthiessen & Paulsen for Frederick E. Adams, Fleet Captain of the Cruising Club of America, *Katama* was launched in April, 1957 and has taken part in many long distance races, including the 1958 Bermuda Race in which she took sixteenth place in a 108 boat fleet. Her home port is off the Norwalk YC, of which her owner is commodore.

She has accommodations for an owner's party of six in a conventional layout, with the galley aft. Included in her equipment is a Heritage 5-burner stove, Kenyon speedometer, and a Fathometer. She has a 12-volt electric system, 45 gals. of fuel in a tinned copper tank and 140 gals. of water in two Monel tanks are carried. Her sails were made by Hathaway, Reiser & Raymond and power is supplied by

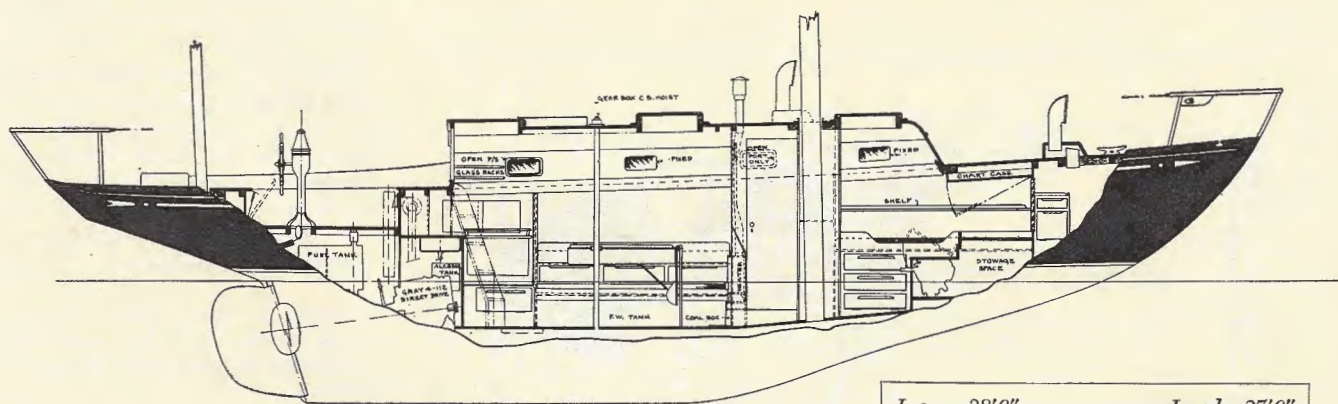
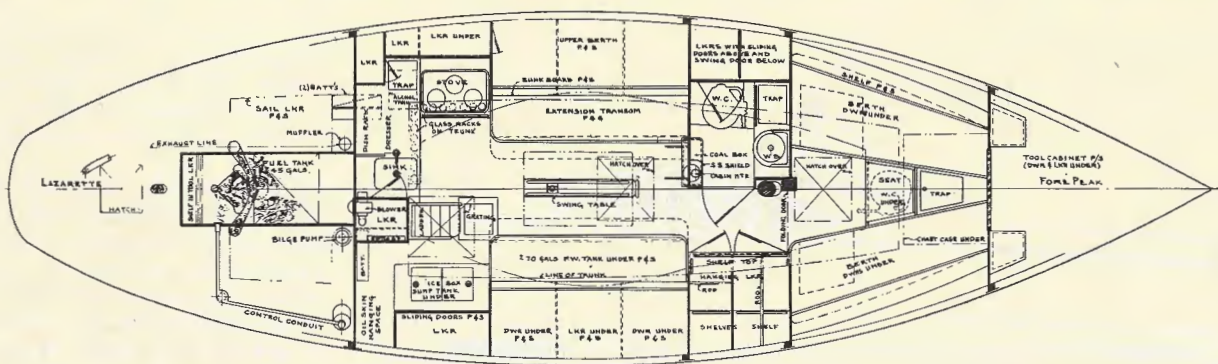


Fortier

a Gray 4-112 which drives her at a cruising speed of about 6½ knots.

Construction is conventional with white oak backbone and frames, double planking, mahogany trim and bronze fastenings. Her mainmast is aluminum and some of her mast fittings are made of titanium.

Sparkman & Stephens, Inc., 79 Madison Ave., New York 16, N.Y. should be addressed for additional particulars.



L.o.a., 38'6"	L.w.l., 27'6"
Beam, 11'3"	Draft, 3'11"
S.A., 761 feet	Displ., 18,640 lbs.
Power, Gray 4-112	

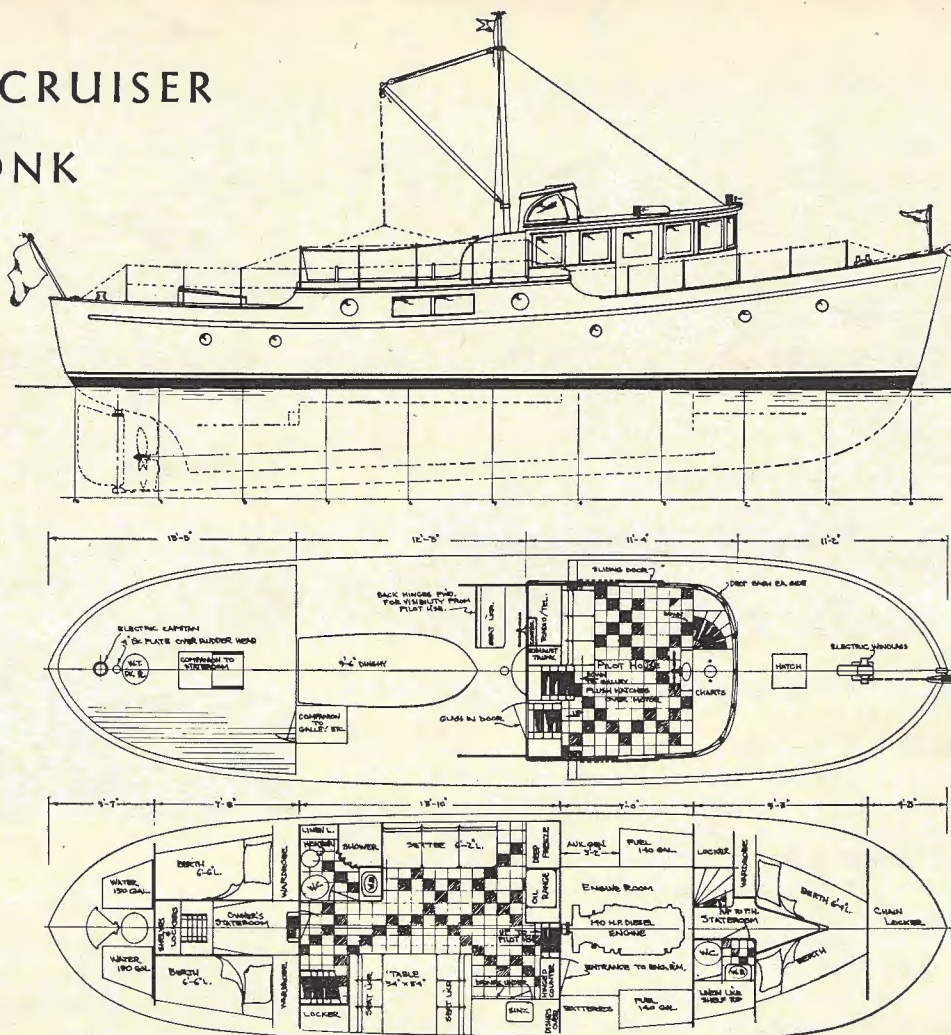
A 48' DIESEL CRUISER

BY EDWIN MONK

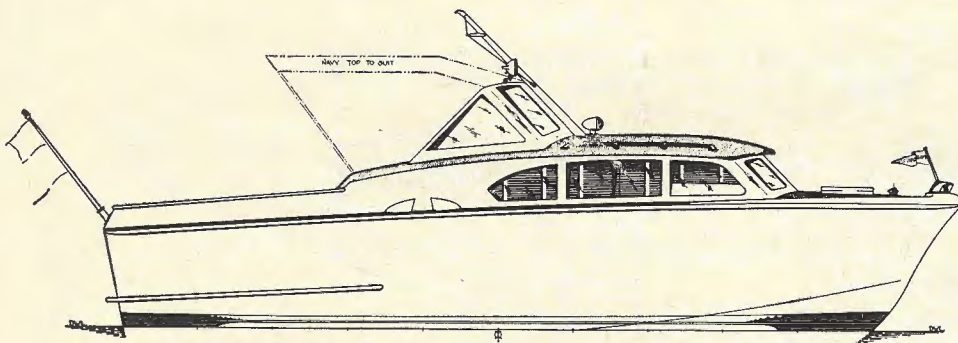
L.o.a., 48'0" Beam, 12'8"
Draft, 5'8"
Power, Murphy 140 hp. diesel

THE sea-going vessel shown here is owned by L. E. Ruppert. Her speed is 10 knots and, with 890 gals. of fuel and 320 of water, she has a cruising range of approximately 1250 miles. Her stem is Australian gum, her keel and deadwood Douglas fir; frames are white oak, planking yellow cedar, and trim mahogany. Fastenings are Silicon bronze nails. She was designed to meet conditions in Puget Sound and the open sea as her owner plans to take a cruise through the Panama Canal to the east coast.

Additional data may be had by addressing Edwin Monk, 616 National Bldg., Seattle 4, Wash.



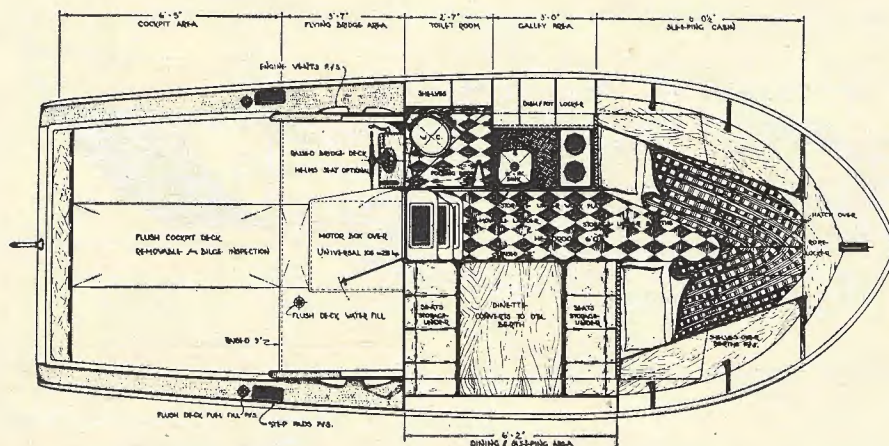
ISLANDER, A 25' INBOARD CRUISER BY GLEN L. WITT

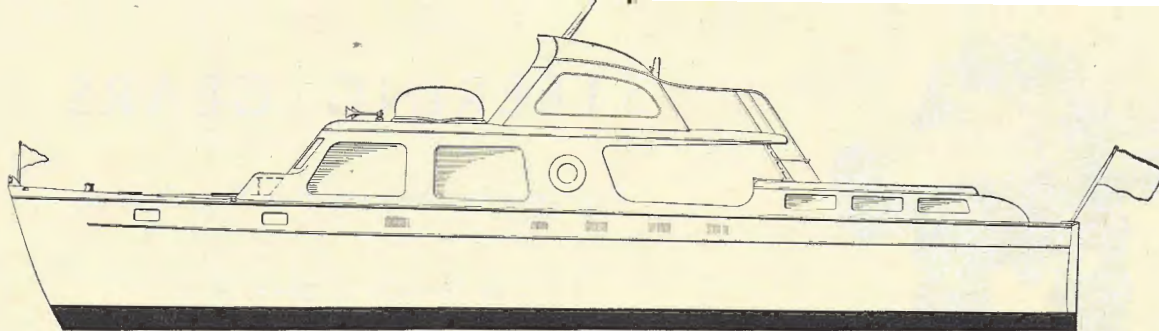


L.o.a., 24'11" Beam, 9'8"
Draft, 27" Displ., 5355 lbs.
Power, optional, 100/200 hp.

ESPECIALLY designed for amateur builders, with patterns available in addition to the plans so the boat can be built with a minimum of complicated layout. With sleeping accommodations for four people, there is one extra long bunk on the port side forward. She was designed to be planked with marine plywood, the bottom being diagonal planked with two layers of plywood laid at right angles to each other and covered with fiberglass. No specialized tools or equipment are required. Plans are \$20 per set—full sized paper patterns, \$15 additional.

Glenn L. Witt, 9152 E. Rosecrans, Bellflower, Calif. should be addressed for plans and other particulars.





THE NEW 48' HUCKINS SEAFARER

LAUNCHED late in 1958, the first of the new Huckins Seafarer 48s, *El Marusa*, is owned by Arthur R. Harvey of Middletown, Ohio. She has comfortable accommodations for a party of six including two on a convertible lounge in the deckhouse. There is a double guest stateroom forward and an owner's room with private bath aft.

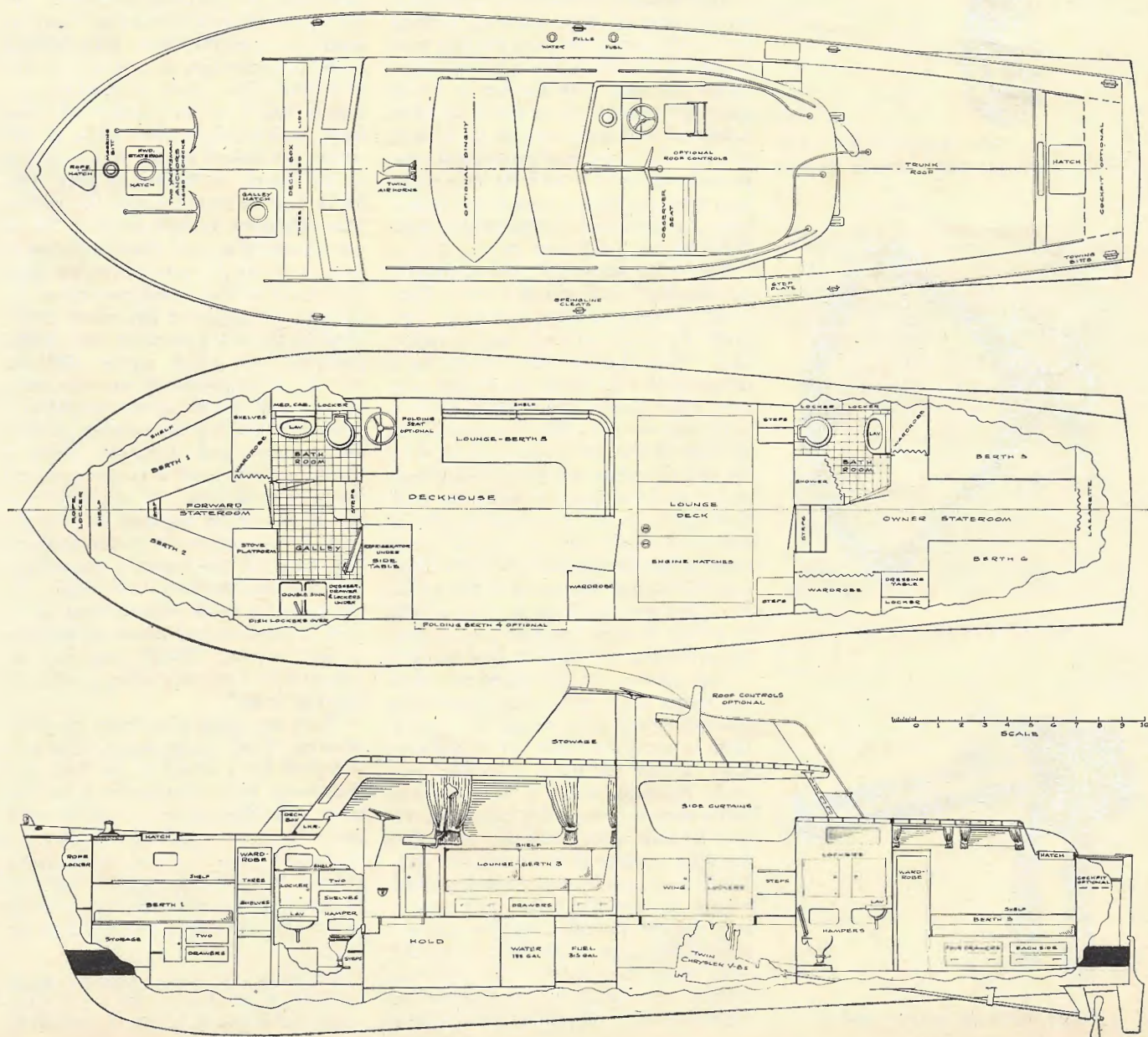
L.o.a., 48'8"
Draft, 2'6"
Power, twin 275 hp. Chrysler Imperials

Beam, 13'8"
Speed to 30 m.p.h.

Equipment includes electric toilets, LP gas range, electric refrigeration, a Pearce-Simpson 35-watt telephone and a 12-volt, 500-watt Onan generator.

The hull is divided into five watertight compartments each with an electric bilge pump and an alarm to signal the bridge in case of excessive water below.

Further information about this boat may be had by writing Huckins Yacht Corp., P.O. Box 6336, Jacksonville 5, Fla.



STEERING GEARS

The Types Available and How They Operate

By FRANCIS C. GRAY, JR.



Photos Courtesy The Edson Corp.

Fig. 1. Shaft, sprocket and roller chain

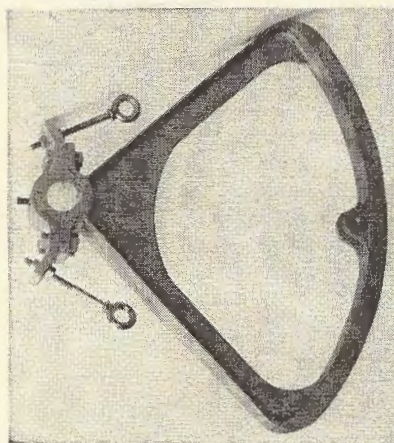


Fig. 2. Quadrant and eyes

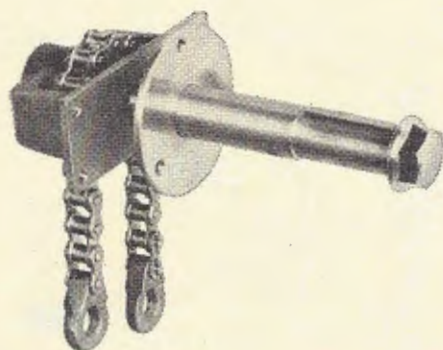


Fig. 3. Bulkhead sprocket steerer

THERE ARE many pieces of equipment on a boat that are important, but none exceed in importance the steering gear. The steering system in your boat should be designed and installed to steer that boat under the worst possible conditions for long periods of time, and to do it with ease. In addition, if you are planning to go offshore, your boat, be it power or sail, should be equipped with an emergency steering system, well designed, easily installed and rugged.

This article will endeavor to describe the features of those steering systems commonly used today, and the first item in such a discussion must be the tiller. Tillers are used with success on small, open powerboats, up to about 25' l.o.a. employed in launch work or for fishing, but the tiller is not used on cruising type powerboats as it would be impossible to see to operate the boat if the helmsman was stationed at the rudder post. Sailboats are a different story.

Low cost, simplicity and sensitivity are the chief attributes of a tiller. Generally speaking, a tiller is entirely adequate for small sailboats, and a Lightening with a steering wheel would be a bit unusual. On boats of 30 feet and over, other factors make wheel steering advantageous and often a necessity. As the size of the yacht increases so does the area of rudder necessary to steer her, and so does the speed at which she goes through the water. Increased speed and increased rudder area mean increased effort to handle the tiller, and this effort must increase as the *square* of the speed. It is four times as hard to steer a boat travelling at eight knots as it is to steer the same boat travelling at four knots.

One solution to this increased effort is a longer tiller, but cockpit dimensions generally limit tiller length to a maximum of about four feet. Most sailboats have at least one point of sailing, generally reaching, where it is impractical and sometimes impossible to balance the boat by sails alone, with the result that the tiller requires all of a man's strength. Under such conditions a woman or child cannot manage the helm, and over a long passage the tiller may become untenable for a man. In some cases the tiller must be fitted with relieving tackles. A wheel system, delivering from two to ten times as much turning

power to the rudder head as the average tiller, is the solution.

A tiller, mechanically speaking, is nothing but a simple lever. The torque that it develops on the rudder post is equal to the power the helmsman applies multiplied by the length of the tiller. If the helmsman exerts 100 pounds of force on a four-foot tiller, the torque on the rudder post will be 400 ft/pounds.

By comparison, a 24-inch diameter wheel, on a system where four turns are used from hard-over to hard-over, will develop 1600 ft/pounds—four times as much force as the tiller. This 24-inch wheel is equivalent in power to a 16-foot tiller. The output of a wheel system is based on the number of turns used, multiplied by the radius of the wheel, multiplied by the force applied to the wheel, multiplied by four. This figure four is used because the rudder generally turns through an arc of 90° or one quarter of a circle, from hard-over to hard-over. In the case above we have four turns of the wheel multiplied by the one-foot radius of the wheel, multiplied by the 100 pounds of force multiplied by four, which equals 1600 ft/pounds. It is possible to vary the number of turns and the power output of a steerer by varying the relative sizes of the sprocket and quadrant. With a smaller sprocket and a larger quadrant the number of turns will be greater and less effort will be required to steer the boat. Most yachtsmen prefer three to four turns for the resulting smoothness and ease of operation, while some like two turns for quick maneuvering. However, a fundamental axiom of steering is that steering "speed" can only be achieved by a corresponding sacrifice of steering "ease."

There are other advantages to wheel steering. First, compactness. The area occupied by a wheel is far less than that swept by a tiller as the helmsman tacks and jibes before a start or suddenly turns to avoid that lobster pot buoy that appears a few yards ahead. Second, it is not only possible but easy to sit to leeward and steer with a wheel under any conditions, whereas it is vir-

The writer wishes to express his thanks to Mr. E. P. Harding of The Edson Corp. for his technical help in writing this article.

tually impossible to do this with a tiller when the boat is heeling over or carrying a weather helm. Third, contrary to popular belief it is possible to attain the full "feel" of the boat with wheel steering, plus the added advantage of being able to lock the wheel in any position at any time, allowing the helmsman to leave the helm unattended while the boat stays on course. Fourth, most wheel systems are adaptable to two-position steering and the use of an automatic pilot. Finally, where a wheel is used the compass can be permanently mounted directly in front of the helmsman and close enough to him so that he can read it.

For purposes of discussion, we will divide steering systems into two categories: "reversing" and "non-reversing." The reversing system is a free system; a system that transmits every pressure on the rudder to the helmsman; a system that requires the helmsman to hold the rudder in position all the time by putting pressure on the wheel; a system where the wheel turns the rudder but the rudder will also turn the wheel. A tiller is a "reversing" system—the helmsman must hold it at all times or the water pressure on the rudder will take the boat off course. A "non-reversing" system is one in which the wheel turns the rudder, but the rudder will *not* turn the wheel. The helmsman may take his hand off the wheel at any time and the system will hold the rudder in that position. This type of steerer uses a worm or screw gear which cannot be turned by another gear thus the system will not back up or be reversed by pressures on the rudder.

During the last 10 years the new boats built have, in general, used reversing systems. This reversing system usually consists of a steering shaft and wheel with a roller chain sprocket on the shaft (Fig. 1) similar to a bicycle sprocket and chain. Only enough roller chain is used to insure that the chain is engaged with the sprocket as the wheel turns from one side to the other and flexible wire rope is attached to the chain ends by special fasteners.

This wire rope is then led, over sheaves, back to a quadrant which is mounted on the rudder post. The smoothness with which this type of system operates depends on the selection and use of properly dimensioned components combined with careful installation and maintenance. The sprocket should be fully machined, not just a casting that has had a file passed over it. The shaft should have lubricated bushings and bearing surfaces that are big enough to keep it true and free. The quadrant should be properly bored and keyed to fit tightly on the rudder post. The number of wire rope sheaves over which the steering cable is led should be held to a minimum and the sheaves

themselves should be designed especially for this kind of service with: (1) deep scores and guards to prevent the wire from jumping out of the groove, (2) scores machined concentrically with the center bearing of the sheave and, (3) a minimum diameter equal to at least 16 times that of the wire rope to be used.

The wire should be of the flexible type which has seven strands with 19 wires in a strand. The wire should be attached to the roller chain with fittings that will not interfere with each other as they pass, and to the quadrant with a tightening device, such as an eye bolt or turnbuckle, so that the correct tension can be set and held. (Fig. 2). For reasons of safety these cables should not be undersize, but the use of oversize cables should be avoided with equal care since they will serve only to "bind" the system. On boats up to 45' l.o.a., quarter-inch diameter 7 × 19 stainless steel wire can be used with safety in most cases. Since the steerer is usually mounted in close proximity to the compass it is imperative that it be constructed of non-magnetic materials. The steerer parts should be bronze with either bronze or stainless roller chain. The stainless steel chain is a great deal stronger and costs little more, but it must be non-magnetic stainless steel. Swaged fittings should not be used on the cable ends to attach the wire to the chain as these fittings become magnetized during the swaging.

On powerboats this system is relatively inexpensive and easy to install. (Fig. 3) The wheel shaft and sprocket can be mounted directly on a bulkhead or steering box adjacent the engine controls and compass. In a sailboat the wheel shaft and sprocket are an integral part of the steering stand or pedestal, which is mounted in the cockpit. (Fig. 4) The compass is fastened on the top of the pedestal and the engine controls can be mounted nearby. In recent years these pedestal steerers have become very popular with both the racing and cruising men and are used on such winners, including the three new 12-Meters built last season. These pedestals are equipped with hand-operated friction brakes permitting the helmsman to lock the wheel in any position at any time while sheets are tended or lunch prepared.

The sprocket system is an unusually flexible one which adapts well to almost any installation. The steering cable can be run in many different directions to comply with the special requirements of any installation, and all parts can be concealed. Ideal for use with an automatic pilot, it requires only the addition of a second sprocket which is connected to the pilot with roller chain. It is also possible to adapt this system to two-position steering such as a flying bridge.

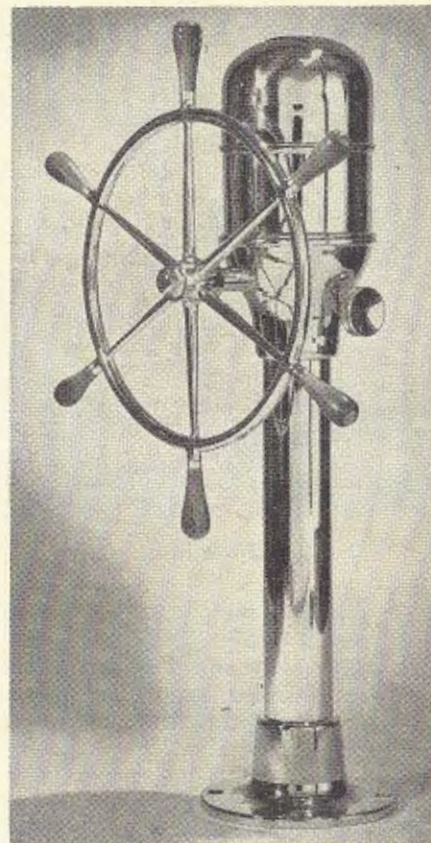


Fig. 4. Pedestal steerer

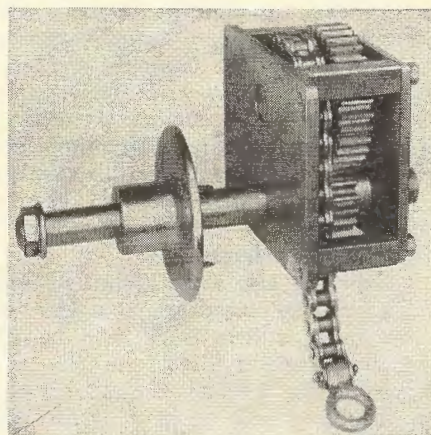


Fig. 5. Geared reduction sprocket steerer

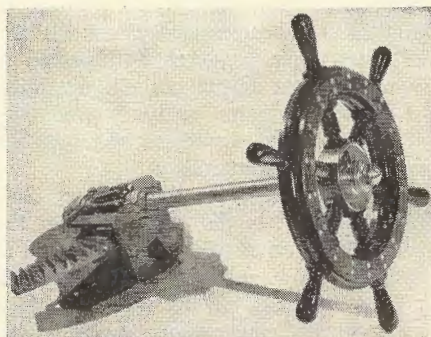


Fig. 6. Geared quadrant

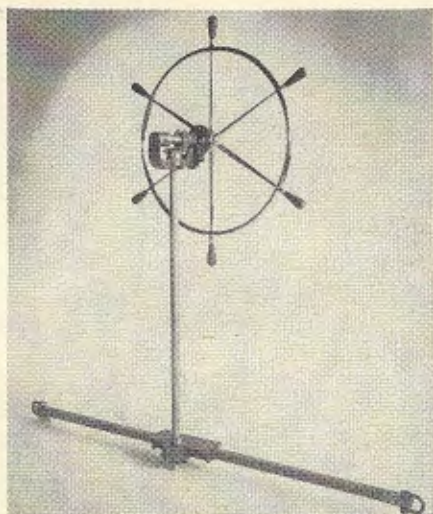


Fig. 7. Rack and pinion steerer

If you have such a system you can easily check to see if it is working with the proper ease and smoothness. When the boat is hauled out, a small amount of pressure applied to the rudder should turn the steering wheel. On a sailboat, where the rudder is hung at an angle, turn the wheel to hard over and let go of it—the weight of the rudder alone should return it to the center. If you have this type of steerer and your rudder will not turn the wheel with ease, have your boatyard check all parts of the installation and correct the trouble.

Common variations of the chain and sprocket steerer would include a geared reduction sprocket steerer (Fig. 5) which has the ability to double or triple steerer output in a minimum of space; or a drum steerer where a drum replaces the roller chain sprocket on the steering shaft as the driving member. Steerers of this latter type are used on outboards and small runabouts.

There are also some geared systems which can be placed in the category of a reversing system, such as a geared quadrant steerer similar to the one shown in Fig. 6, which can be used with both inboard and outboard rudders. Or a rack and pinion type which employs a set of bevel gears with a steerer shaft coupled directly to a rack and pinion as shown in Fig. 7. Steering cable is led from the rack ends to a quadrant on the rudder post. In general systems of this latter type, employing several sets of gears, must be carefully installed to insure perfect alignment and operation of the various parts. If this is done, long and trouble-free service can be expected with normal maintenance.

Non-reversing steering gears have predominated in the past and over the years this type of gear has been used to steer all types and sizes of boats, both power and sail. They are still being used on new construction and will continue to be. The principle advantage of this type of gear is the extreme depend-

ability, ease of operation and long life, even on vessels where a free turning system of greater power would be hard to handle. With this type of gear it is always possible to leave the wheel, without setting up any brake, and have the boat remain on course. As opposed to the reversing system, the only time effort is applied to the wheel is to make a

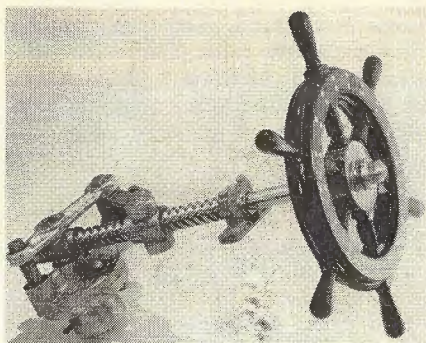


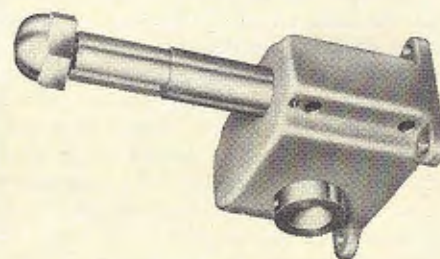
Fig. 8. Simplex screw steerer

change in course. At other times no pressure on the helm is necessary. Basically all non-reversing systems employ a worm or screw type gear which has the ability to absorb all the pressures that the water exerts on the rudder and none of these are felt by the helmsman.

On sailboats this system takes the form of a screw gear similar to Fig. 8. This gear fits onto the top of the rudder post with the wheel shaft protruding at right angles to the rudder post. These gears come in several different designs which permit the screw to be forward or aft of the rudder post, depending on the conditions required for installation on a particular boat. These gears have proven extremely serviceable with many

in continuous service for over 30 years, and they are in use today on many well known boats.

On powerboats the system takes the form of a gear box inside which a worm on the wheel shaft turns a worm gear on the output shaft (Fig. 9). Here the worm gear will not turn the worm so the system is non-reversing. The gear box can be mounted on the bulkhead or in the steering box in either an exposed or concealed type mounting. A shaft extends from the underside of the gear box to below the cockpit floor and this shaft is turned by the wheel shaft. A tiller arm is fitted to the bottom of this output shaft and a second tiller arm is fitted to the rudder post. These two tiller arms are linked by a single rod provided there are no obstructions between the steering station and the rudder. Ex-



Columbian Bronze Corp.

Fig. 9. Columbian gear box

tra linkage must be made up and installed to by-pass any obstructions and, to maintain steering ease, this linkage must be carefully installed and aligned. In some cases this type of steerer has been adapted from the automotive field, but, since they are made of steel, they have caused trouble with the compass and are subject to corrosion.

So far all the discussion has been (Continued on page 378)

Steering Gear Manufacturers

COLUMBIAN BRONZE CORP., Freeport, L.I., N.Y.	Sprocket, worm, rack and pinion steerers
CROWELL DESIGNS, INC., Box 21, Pt. Pleasant, New Jersey	Hydraulic steerer
THE EDSON CORP., 334 So. Water St., New Bedford, Mass.	Sprocket, geared, reduction sprock- et, rack and pinion, quadrant, screw steerers
PERKINS MARINE LAMP & HARDWARE CO., 1940 Pitkin Ave., Brooklyn 7, N.Y.	Sprocket, worm, drum steerers
WILCOX-CRITTENDEN DIV., North & Judd Mfg. Co., Middletown, Conn.	Sprocket, worm, drum steerers



A. Anable, Jr. "Yankee Magazine"

"Ondine" on her ear was one of the most startling sights of the many at the wild Bermuda Race start

THE YEAR IN YACHTING

THE AMERICA'S CUP dominated the 1958 year in yachting, but it was far from the whole story as more boats than ever—big, small, sail, power—put on a great show, some of whose highlights are recorded here.

Wide World

In "Columbia's" runaway over "Sceptre" only the starts were close. "Finisterre," first to win Bermuda Race twice running (below), plus Miami-Nassau

Bahamas News Bureau



THE YEAR IN YACHTING

...dinghy derring-do...



New Penguin champ Gardner Cox, with his bride as crew

Robinson



Beckner



Burke Sawyer won in L-16s, Flight of the Snowbirds and (right) Lehman Dinghies at Newport Harbor, Cal.

Ken Klare of Miami moved up from junior to senior titlist in International Moths (right)



Versatile George O'Day of Marblehead, Mass. (left) added the International 14 crown to his record



Former British Olympic skipper Jack Knights of Riverton, N.J. (left) won the North American Finn Monotype regatta



Beckner Gold S Snowbird winner Tom Schock and salty crew from Newport Harbor, Cal. (right)

THE YEAR IN YACHTING

...the big fellows...



The New York YC cruise saw the Twelves race as a fleet with "Vim" (striped spinnaker) dominating

Rosenfeld



Beckner

"Nam Sang," Louis Statham's 66' cutter, bested a record fleet to Ensenada, and the West Coast also cheered a Bermuda first-to-finish by Jack Hedden's "Good News" of San Francisco (right)



Robinson

"Dyna" again swept the Mackinacs for Clay Ewing

Rosenfeld



Robinson

Cup boat trial horse "Nereus" had her moment of glory winning the Queen's Cup with Bill Moore as skipper



THE YEAR IN YACHTING

... north, south, east, west ...



Rosenfeld

John Potter's "Touche" collected Una Cup and Bermuda Class B

Robinson



Bermuda News Bureau

Long Island Sound's Vineyard and Storm Trysail Races went respectively to Paul Hoffman's "Hother" (above) and Irving Pratt's "Caper" (left)



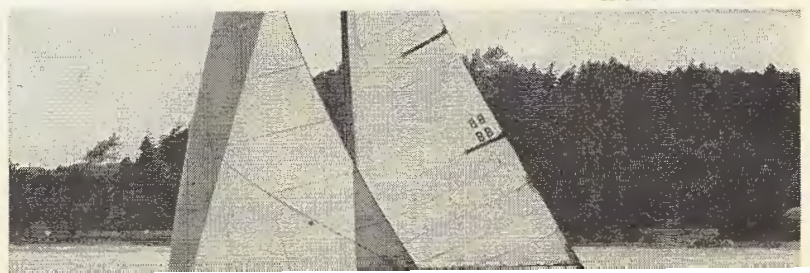
Bahamas News Bureau



Beckner

Down South John Hershey's "Ca Va" (left) won the SORC while the Acapulco classic was won by Ash Brown's "Carousel" (above) and Seattle's Tri-Island series by Dr. Bryan Ward's "Seaward" (below)

Krantz



THE YEAR IN YACHTING

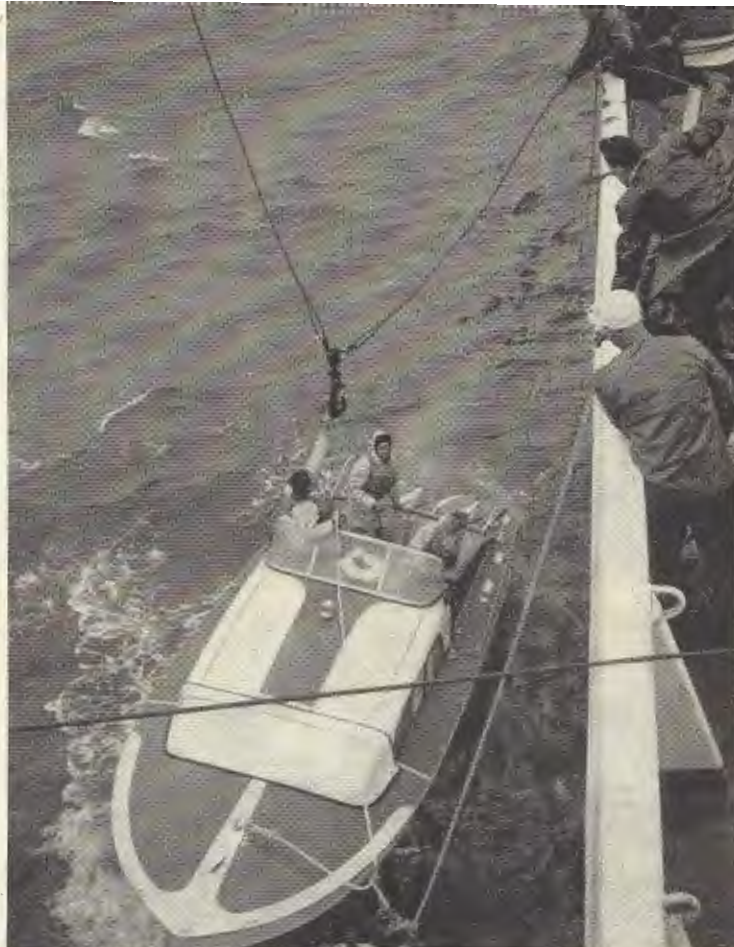
... various power plays ...



Mercury Outboard Motors

Hugh Entrop of Seattle cracked the 100 m.p.h. barrier for stock outboards with a clocking of 107.821

Dick Matt.



Ole Botved's outboard cruiser crossed the Atlantic with pick-a-backs from a freighter mother ship (above right)

New Jersey rivals Dr. Allen DuMont (right) and Dr. Anson Hoyt in "Seafarer" (far right) split predicted log honors, taking Codrington and national high point trophies



Rosenfeld



A tense moment in the Gold Cup (won by "Hawaii Kai") saw "Miss Spokane," minus tailfin, hose down "Gale V"

Carver



THE YEAR IN YACHTING

...one-design action...



Siegfried Studios



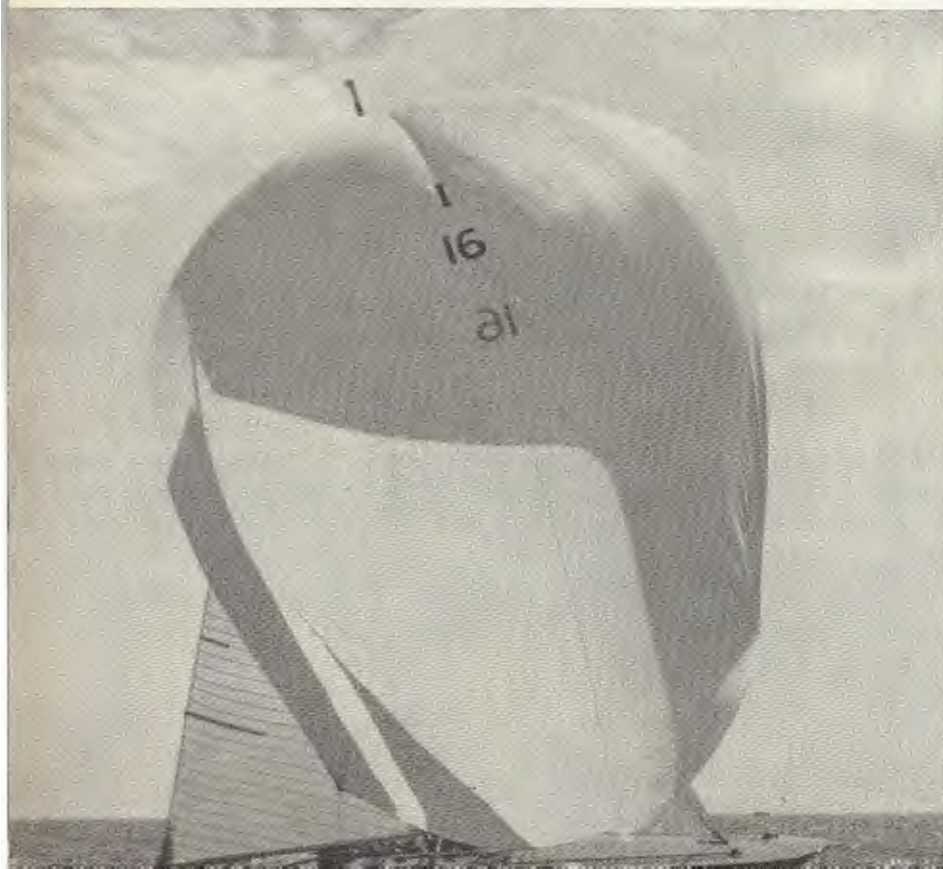
Robinson



Customcraft Photographers

Harry Sindle (above) won fourth straight North American Flying Dutchman title. (From top left) Snipe action at Nationals, Comet champ Ed Ryan, Ernst Schmidt's Class A Scow leader "Senta" and (below) Highlander repeat winner Buck Bailey

Platz Studios



THE YEAR IN YACHTING



Charleston Evening Post



St. Petersburg Times

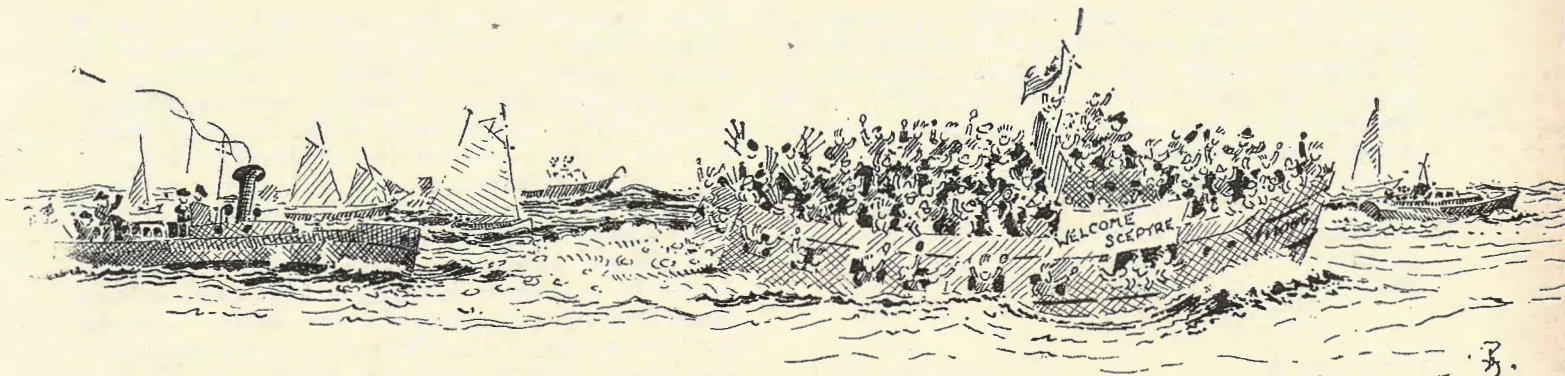


Beckner

Counter-clockwise from Star World champion Bill Ficker (above); Y-Flyer winner Bill Key (525); John Jennings, young Thistle champion; Lightning leader Hank Cawthra; and wild winds for the North American Stars at Oxford, Md.

Fred Thomas





We were touched at the reception by the incredible "Viking" and amazed at her ability not to roll over

THE JOURNEY WAS NOT WASTED

"Sceptre's" Navigator Looks Back At the America's Cup Series

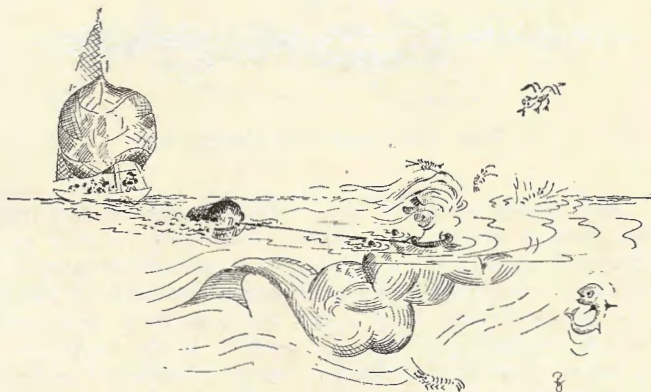
By LT. CDR. JOSEPH BROOKS, RN

Pictorial Comment by the Author

(Before he returned to England after the America's Cup Races Joe Brooks, "Sceptre's" navigator, expressed regret that the failure of the British challenge had been written up entirely in a negative vein by some American newspaper and magazine writers who were sailing "experts" on a few moments' notice and asked, in rebuttal, for the chance to put a more positive light on the journey.—ED.)

THE PRESS BUILD-UP for the America's Cup races both in America and England reached an unusually high level for a sport which is generally regarded in both countries as one "for the birds." *Sceptre's* failure has, therefore, been meat for the anti-yachting critics. Such comments as her "not being able to beat a fat mermaid towing a bucket" have amused the public.

The "antiseptic" yachting critics have written gallons of bilge about the challenger's failure. But what the authors of these pearls of wisdom may have failed to realize is that a yachtsman at heart has a rare sense of humor and is equally amused by this type of corny jargon whether he be the loser or the winner. Further, being a yachtsman at heart, he isn't the least bit interested in the landbuffer's views in yachting, and would prefer to see him go back to his baseball game and take his accompanying noises with him.



"Antiseptic" critics said we couldn't beat a fat mermaid towing a bucket

The driving force behind the America's Cup, which has cost millions, has been for the challenger to design, build and sail a faster boat than the American defender. This contest has sometimes been spoiled by bad sportsmanship and by contestants' lack of understanding of the sporting spirit. Too often this has opened up old sores, reminiscent of the days of the Boston Tea Party, when contesting yachts have fouled each other to the accompaniment of bitter oaths.

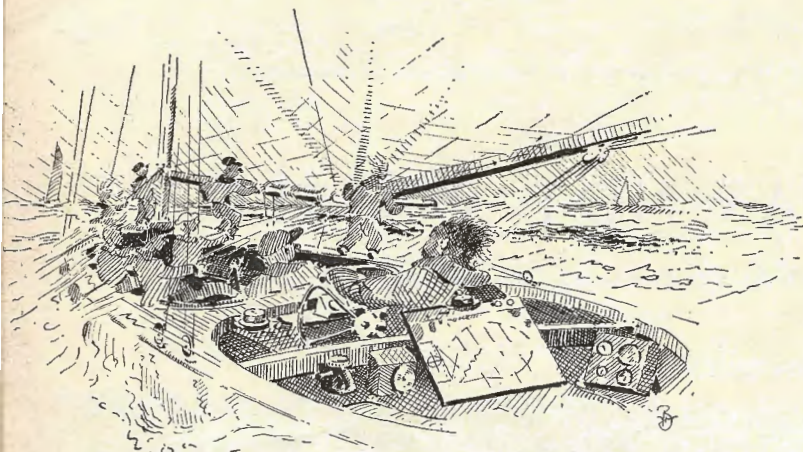
And so it was with earnest intent that *Sceptre's* syndicate set down the major purpose of her visit—to uphold the spirit of the trophy with a good clean sporting contest, preserving the humor but washing out the bitterness. The success of this phase of the venture can best be judged by the rollicking party which *Columbia* threw for *Sceptre* after the latter's defeat. At this party, gifts were exchanged, which included a pink clockwork creeper for *Columbia* to eat her "purple people eater," and for *Sceptre* a clockwork monkey bashing cymbals to represent a jolly good show being had by all. Singing and Yo-ho-boatswaining went on until the early hours, while the two designers were to be seen in a huddle with tears in their eyes envisaging the beauties of a new *Scolumbia*. (*Colptre?*)

The crew of a Cup boat needs a period of gestation to get to know the boat and themselves. The various stages of acquaintance, friendship or hatred, and finally sublime tolerance, have all to be gone through by each one of them before they can finally attune themselves as a team to the boat. There is no easy way to do this. Anything which requires such an imposition on the very nature of man, when he himself is contending with the forces of nature, has to be done the hard way. Unlike a football team, a Cup boat team has to be at it for a much longer period before reaching perfection, and they have to overcome far greater human barriers.

Apart from the need for perfection in what might be called "precision drills," a Cup boat team needs to be trained to react by instinct to unexpected incidents to save valuable seconds in a race. For instance, when *Sceptre's* boom broke during the last race, the crew repaired it with the broken spinnaker pole while the sail was still drawing. To our astonishment, this made the boat go faster and for the

first time in a breeze, we started to overhaul *Columbia*. (So maybe *Vim*'s bending boom was not a busted flush after all.) In *Columbia* we saw a team of higher average age than *Sceptre*'s but certainly of equal physical ability, and the discipline of her crew and of the crews in the other three American boats was most impressive.

It meant a great deal to us when *Columbia*'s crew would line up on the deck to cheer us at the end of each race. Unfortunately, in *Sceptre* we had no deck to do this on, so were forced to give a concerted whoop from the "chicken run," better known as the cockpit.



We repaired the boom with a broken spinnaker pole

Our reception in America amazed us in many different ways. When *Sceptre* arrived in the States an interested dock-side observer asked one of her crew what she was, "A 12 Meter," he said.

"A what?"

"Well you know, a sailing boat."

"Oh, you mean a blow boat, buster, that's what she is."

This kind of talk was new and entertaining to us Limeys.

On the passage to Newport, having passed through a wall of colossal breakers at Fishers Island Sound, we were met off the harbor entrance by an amazing assortment of craft, all careening around in a swell which would have made a European seaman secure for heavy weather. Amongst these, the *Viking* ranged alongside with a piper's band going full blast. This was reminiscent of our departure from Scotland when we went "Gaen down the lorch to the skeerl o' the peepes." We were to see the incredible *Viking* on many more occasions and her ability not to roll over never ceased to impress us. Her striking silhouette was only equalled by Britain's brass-funnelled picket boat *Maid of Honor*, ably manned in Edwardian style.

A civic reception followed, in which we had our first taste of Rhode Island hospitality. After the clam chowder banquet an aged citizen took me fondly by the arm and pointed a shaking stick at the ball and crown on top of the church spire saying, "That, my boy, is all the English left when they burnt this place and they only left that because they couldn't reach it."

We then moved into Horse Head, a cliff-top mansion near Jamestown which Mr. and Mrs. Sydney Wright so kindly laid on for us. This turned out to be an ideal habitat for a cup boat team, and what went on at Horse Head would fill a volume. In brief, the bats soon left the belfry and the two-man lift was soon put to extensive use. On arrival at Horse Head some days later, a Scotsman, fresh from the highlands was taken on the official reception tour by Mrs. Harris, the "headmistress." This included a trip in the lift, and whilst passing up through a hole in the ceiling, he was heard to remark, "Umm Aye, Ah never expucted this looxury."

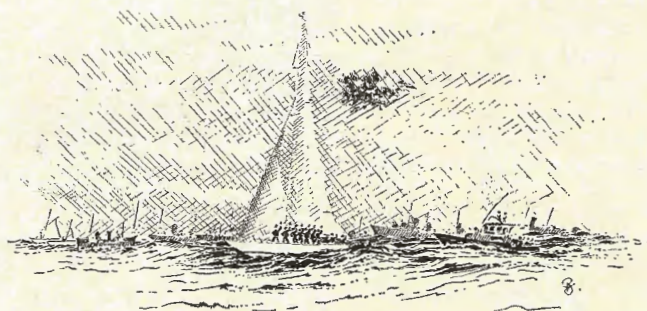
Then the serious business of getting worked up for the big

event started, and all the boys set to with a will to race off against *Gleam*, our trial horse. We had been doing this all summer against *Evaine* in England and were looking forward with some interest to *Sceptre*'s performance against another Twelve. Unfortunately, neither *Gleam* nor *Evaine* were able to give us sufficient clue as to how *Sceptre* was going to perform in the final event. We had to wait and see.

Tied in with the problem of working up for a Cup series is the need to tune the boat herself in order to achieve the best possible performance under all conditions. *Sceptre* lacked this final degree of tuning and the lesson we have learnt here is that, in a contest of this nature, a contender must tune up against a trial horse of near equal performance in the area where the final races will be held. However, in all the other important aspects of crew training, steering, tactics and navigation, *Columbia* and *Sceptre* had reached an equally high standard. With two yachts that are equally matched, it is the degree of perfection reached under these headings that determines the final result. We saw an example of the type of racing that this breeds in the exciting knock-out series between *Vim* and *Columbia*.

Comparing *Columbia* and *Sceptre*, we see in *Sceptre* an excessive fullness in the hull form and keel up forward. This is designer David Boyd's "pear-drop" feature with which he has achieved outstanding success in other classes. *Columbia*, on the other hand, is a more conventional shape, not unlike *Vim* but more fullness forward. Many will say that *Sceptre*'s failure is largely attributable to her hull form. In my view this may be true, but then on occasions during her trials, like *Easterner*, *Sceptre* showed remarkable turns of speed, so presumably there is more to be learnt about the pear-drop business. It would be better to reserve one's judgment on this and to assume at present that *Sceptre*'s failure was largely due to a lack of final tuning.

The other big difference between *Columbia* and *Sceptre* was *Sceptre*'s large cockpit. Here again was something quite new to the 12-Meter and it caused much speculation. It undoubtedly enabled the crew to operate more efficiently, particularly for such drills as "Down spinnaker-In genoa" which was like a stampede in a chicken run. The large cockpit also lowered top weight and provided a natural lid to the sail locker. *Sceptre*'s coffee grinders, of unusual design, appeared to be more efficient than *Columbia*'s, and positioned in the cockpit as they were, enabled the crew to really go to town on them. Because of this, *Columbia* seemed reluctant to engage in any tacking duels with *Sceptre*.



They always gave us a rousing cheer

Both aluminum masts were of built-up construction with an aerofoil section, and it was interesting to note that *Sceptre*'s survived the season with only one set of spreaders. *Sceptre*'s bar rigging was also of aerofoil section in all except the jumper wires. Here again was something quite new which required proving. An aerofoil at the right pitch presents minimum air resistance, but when stalled, it presents quite a different picture. The rudders of both boats are raked fairly steeply, *Sceptre*'s more than *Columbia*'s, with

(Continued on page 352)

PRINT



in

SHOW

BOAT

The





The BOAT SHOW in PRINT

In NEW YORK

NATIONAL MOTOR BOAT SHOW

Sponsored by the National Assn.
of Engine & Boat Mfrs.

Dates—Friday, January 16th through
Sunday, January 25th.

Location—New York Coliseum, 59th St.
and Columbus Circle, New York.

Hours—Friday (16th): 6:00 p.m. to 11:00
p.m.; Saturday (17th and 24th): 11:00
a.m. to 11:00 p.m.; Sunday (18th and
25th): 1:00 p.m. to 7:00 p.m.; Monday
through Friday (19th-23rd): 2:00 p.m. to
11:00 p.m.

Trade Hours—Monday through Friday
(19th-23rd): 10:30 a.m. to 2:00 p.m.

Admission—Adults, \$1.50; children
(under 12), 75¢.

In BOSTON

NEW ENGLAND BOAT SHOW

Sponsored by the

"Boston Herald-Traveler"

Dates—Sunday, February 22nd through
Sunday, March 1st.

Location—Commonwealth Armory, 925
Commonwealth Ave., Boston, Mass.

Hours—Sunday (22nd and 1st): 1:00
p.m. to 7:00 p.m.; Monday through Sat-
urday (23rd-28th): 1:00 p.m. to 10:00
p.m.

Trade Hours—Monday through Wednes-
day (23rd-25th): 10:00 a.m. to 1:00 p.m.

Admission—Adults, \$1.25; children
(under 12), 50¢.



THE BOAT SHOW CALENDAR

JANUARY

3-11: Cleveland, O.: Mid-America Boat Show; 9-18:
Los Angeles, Cal.: Southern California Boat Show;
16-24: St. Paul, Minn.: Land-O-Lakes Boat, Vacation
& Travel Show; 23-Feb. 1: San Diego, Cal.: Boat
Show; 24-Feb. 1: Detroit, Mich.: Boat Show; 30-Feb.
8: Kansas City, Mo.: Boat, Sports & Travel Show.

FEBRUARY

14-23: New York, N. Y.: Outdoor Exposition; 14-22:
Louisville, Ky.: Mid-America Sports, Boat & Travel
Show; 16-22: Fort Worth, Tex.: Boat Show; 20-Mar.
1: St. Louis, Mo.: Boat, Sports & Vacation Show;
21-Mar. 1: Asbury Park, N. J.: Jersey Coast Boat
Show; 21-Mar. 1: Portland, Ore.: Boat Show; 21-
Mar. 1: Buffalo, N. Y.: Boat, Travel & Sports Show;
23-28: Grand Rapids, Mich.: West Michigan Sports
& Boat Show; 27-Mar. 6: Atlanta, Ga.: Southeast
Boat & Vacation Show; 27-Mar. 7: Philadelphia, Pa.:
Motor Boat & Sportsmen's Show.

MARCH

1-8: Denver, Colo.: Sports, Boat & Travel Show; 3-7:
Dallas, Tex.: Southwest Boat Show; 3-8: San Antonio,
Tex.: Sport & Boat Show; 5-8: Syracuse, N. Y.:
Northeastern Sports Show; 6-11: Baltimore, Md.:
Chesapeake Bay Boat Show; 7-15: Jamaica, N. Y.:
Long Island Boat & Sportsmen's Show; 10-15:
Omaha, Neb.: Sports, Vacation & Boat Show; 13-21:
Toronto, Can.: Canadian National Sportsmen's Show;
13-22: Cleveland, O.: American and Canadian
Sportsmen's Vacation & Boat Show; 14-22: Detroit,
Mich.: Boat Show; 14-22: Milwaukee, Wis.: Mil-
waukee Sentinel Sports Show; 17-22: Richmond, Va.:
Motor Boat & Sportsmen's Show; 18-22: Pawtucket,
R. I.: Narragansett Bay Boat Show; 19-22: New
Haven, Conn.: Connecticut Boat Show; 27-Apr. 5:
Minneapolis, Minn.: Northwest Boat, Sports & Travel
Show; 31-Apr. 5: Des Moines, Ia.: Sports, Boat &
Vacation Show.

APRIL

2-12: Los Angeles, Cal.: Sportsmen's Vacation, Boat
& Travel Show; 11-19: Dallas, Tex.: Southwest Sports,
Boat & Vacation Show.

In SAN FRANCISCO

SAN FRANCISCO NATIONAL SPORTS & BOAT SHOW

Dates—Friday, February 27th through
Sunday, March 8th.

Location—Cow Palace, Geneva Ave.,
San Francisco, Cal.

Hours—Friday (27th): 2:00 p.m. to 11:00
p.m.; Saturday and Sunday (28th and
7th; 1st and 8th): 11:00 a.m. to 11:00 p.m.

Trade Hours—11:00 a.m. to 2:00 p.m.
during run of show.

Admission—Adults, \$1.00 (plus tax); chil-
dren (under 12), 50¢ (plus tax).

In CHICAGO

CHICAGO NATIONAL BOAT SHOW

Sponsored by the Outboard
Boating Club of America

Dates—Friday, February 6th through
Sunday, February 15th.

Location—International Amphitheatre,
West 42nd and South Halstead Sts., Chi-
cago, Ill.

Hours—Friday (6th): 6:00 p.m. to 11:00
p.m.; Saturday (7th and 14th): 1:00 p.m.
to 11:00 p.m.; Sunday (8th and 15th):
1:00 p.m. to 7:00 p.m.; Monday through
Friday (9th-13th): 2:00 p.m. to 11:00
p.m.

Trade Hours—Monday through Friday
(9th-13th): 10:30 a.m. to 2:00 p.m.

Admission—Adults, \$1.50; children
(under 12), 75¢.

(Special prices for boating clubs, youth groups,
etc., on application to the Outboard Boating
Club, 307 North Michigan Ave., Chicago 1, Ill.)

In MIAMI

MIAMI INTERNATIONAL BOAT SHOW

Sponsored by the Miami International
Boat Show Corp.

Dates—Friday, February 20th through
Wednesday, February 25th.

Location—Dinner Key Exposition Build-
ing, Coconut Grove, Miami, Fla.

Hours—Friday (20th): 7:30 p.m. to 11:00
p.m.; Saturday through Wednesday
(21st-25th): 1:00 p.m. to 11:00 p.m.

Trade Hours—Saturday through Wednes-
day (21st-25th): 11:00 a.m. to 1:00 p.m.

Admission—Adults, 90¢; children (under
12), 30¢.

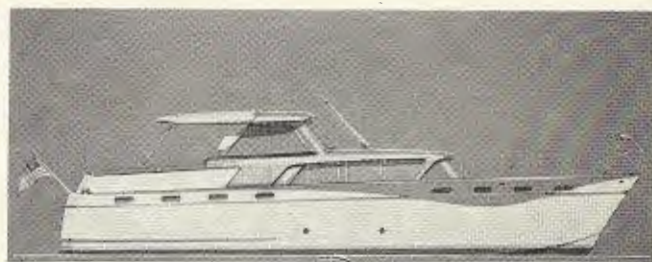


What Are You Looking For?

An INDEX of the "BOAT SHOW IN PRINT" will be found on the last pages — ahead of the Advertising Index.



The BOAT SHOW in Print



Roamer's newest and largest steel yacht, a 52-footer, sleeps 10

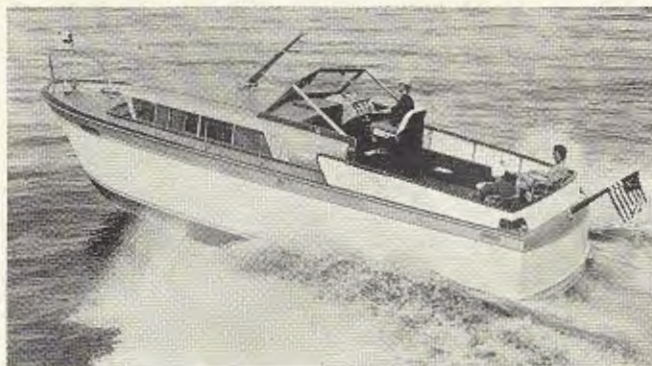
12 ROAMER STEEL BOATS, their most complete line in history, is announced by that company (a Chris-Craft division) for 1959. Newest and largest is the 52' o.a. motor yacht which makes 24 m.p.h. with 600 diesel horsepower, sleeps 10 with privacy, has crew's quarters, large dinette, fine galley and two toilet rooms with optional showers.

The 42-footers—Royal, Rivera and Regal sedan—offer a variety of interior arrangements sleeping six or eight with twin engine choices up to 550 hp. and 25 m.p.h.

The 35-footers, in the same choice of arrangements, have been redesigned with a 12' beam—eight inches wider than before—and a new deflecting chine that gives additional lift and speed. The extra beam gives added room on deck and below. All models sleep six, and optional power runs up to 550 hp. and 31 m.p.h. The Express is a flying bridge model, the Riviera has a hard top, the Regal has an all-new interior.

Also new is a 31' Express, sleeping six, with up to 450 hp. for 32 m.p.h. Both 25 and 28-footers are built as semi-enclosed models with large seating capacity and also as express cruisers, with turns of speed of from 31 to 36 m.p.h. All 1959 Roamer boats will be equipped with CAPAC, an electronic device which protects the underwater exterior of the hull from rust and corrosion.

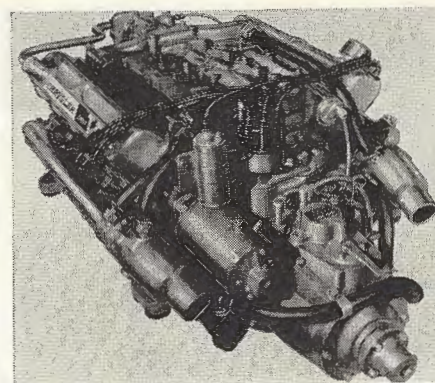
ROAMER STEEL BOATS, Div. of Chris-Craft Corp., Holland, Mich.



The 1959 Roamer 35' Express Cruiser has 12' beam, 550 hp.

CHRYSLER INTRODUCES NEW V-8. The newest member of the Chrysler line of inboard marine engines is the Sea-V which develops 177 hp. at 3600 r.p.m. Offering an unusually low silhouette, the Sea-V has a bore of 3.91 in., with a 3.31 in. stroke. The resulting piston displacement is 318 cu. in. and the engine boasts a compression ratio of 8.2/1. Height above the propeller shaft is only 15 in.

All Chrysler marine V-8 models include these features: "oversquare," short stroke design; completely splash-proofed ignition system with spark plugs protected against moisture by an ignition cable cover; sealed generator; distributor with water shedding protection; mechanical valve tappets which are readily accessible for adjustment; water-heated intake manifold for smoother idling and faster warm-up; completely water-jacketed exhaust manifolds; and a dual pocket



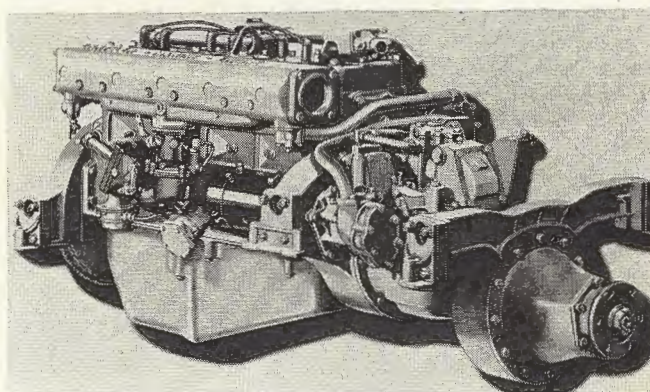
Chrysler's new 177-hp. Sea-V is a V-8

The Imperial V-275 is the largest Chrysler marine engine offered, with its rating of 275 hp. Next in line is the Imperial V Special, capable of 225 hp. Both have 354 cu. in. piston displacement. The other V-8 in the line is the Royal-V Special which develops 155 hp. at 3800 r.p.m.

Chrysler produces four in-line marine six-cylinder engines: the Ace (95 hp. at 3200 r.p.m.), Ace Special (110 hp. at 3600), Crown (125 hp. at 3600) and the Crown Special (135 hp. at 3600).

The new Sea-V is available as a direct drive engine or with a choice of two reduction ratios. All other models are made with direct drive, in a wide choice of reduction ratio drives and in a selection of reducing V-drives.

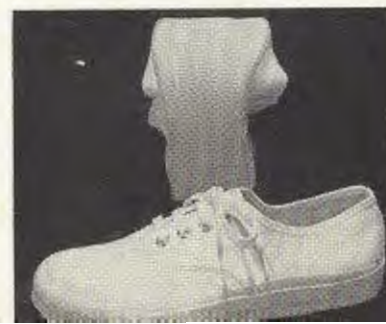
CHRYSLER CORP., Marine and Industrial Engine Div., 12200 East Jefferson Ave., Detroit, Mich.



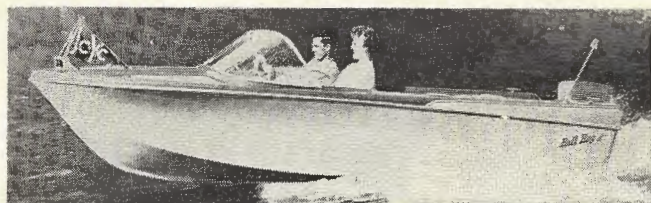
Six-cylinder Chrysler Crown develops 125 hp.

"CURVE-GRIP" HOOD YACHT SHOE. A curve-grip, anti-skid sole is the basic feature of the new Hood Yacht Shoe, made on the same sure-grip principle, its manufacturers say, that in automobile tires stops cars 30 to 50% quicker. Many sharp edges of flexible rubber supply the friction on wet, slanting decks. Other features of the Hood shoe are a "Hygeen" inner sole, Posture-Foundation Rigid Wedge, and uppers in a choice of white or blue backed duck.

B. F. GOODRICH FOOTWEAR & FLOORING CO., Watertown, Mass.



The Hood Curve-Grip sole gives wet-deck traction



The 16' Bonanza is a new Bell Boy outboard boat

THE BELL BOY BONANZA, a 16' outboard runabout, is the 1959 leader of their line of molded plastic, fiberglass-reinforced outboard hulls, according to Bell Boy Boats. The Bonanza is described as a luxury runabout engineered to handle all the outboard power available, rakish in appearance, wide of beam, with an optionally built-in 20-gal. gas-oil tank, fully upholstered cockpit, and self-draining motor well which provides extra gas storage.

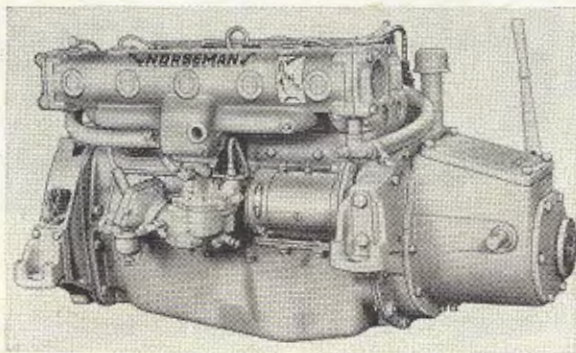
Another interesting Bell Boy is the 17' Overnighter, which has two bunks built in under the foredeck, under a flush hatch and bulkheaded off from the cockpit.

All 14 of the Bell Boy hulls have been improved for 1959, the builders say. Extra stowage space and gas tanks are in them and cruising ranges are longer. Structurally, the 1959 Bell Boys have beefed-up transoms, full length hollow bottom stringers and wide, uncluttered cockpits. The Bell Boy "battleship bow" with built-in spray knockers has been retained in all the new models.

Built-in gas tanks are now available in the 404 Express and the 265 Hardtop and Express model Bell Boys.

Largest of the Bell Boy fleet is the 21' Bell Boy Express Cruiser, which has an enclosed head, two bunks, icebox, sink, mechanical steering system, and 44-gal. built-in gas tanks. Two 19-footers are also included in the line.

BELL BOY BOATS, Div. of Bellingham Shipyards, Bellingham, Wash.



Norseman 230 cu. in., 113 hp. Bluefin

NORSEMAN HORSEPOWER INCREASED. Norseman marine engines for 1959 boast higher power and efficiency resulting from design improvements and higher compression ratios. This stepped-up performance is available without the use of premium fuels.

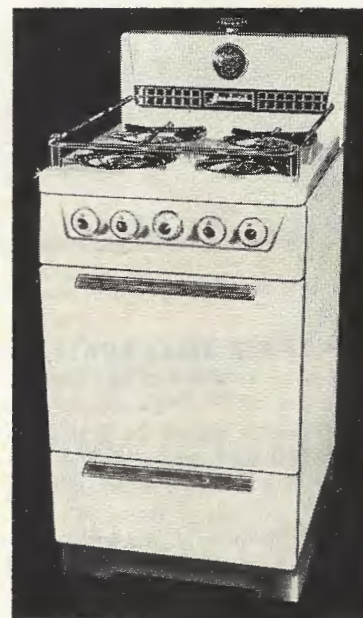
The Norseman Knight has been boosted 10 hp. to a rating of 165 hp. at 3300 r.p.m. At the same time weight of this 339.2 cu. in. model has been cut from 918 to 902 lb. Features of the Knight include 7-bearing crankshaft, rotated exhaust valves, gear driven generator, all-metal marine fuel pump and stainless steel ignition wires.

A 10 hp. increase brings the 320 cu. in. Tarpon to a rating of 140 hp., while the 1959 Marlin puts out 110 hp. at 2500 r.p.m.

Norseman's Bullet, of 237 cu. in. displacement, pulls 120 hp. compared with 110 for last year's model.

Improved carburetion and higher compression have stepped the Bluefin's power from 105 to 113 hp.

The Model SM-206 Galley Chef Gas Range although only 20" wide has four top burners, a smokeless broiler and oven with automatic heat control, and is white porcelain finished



MARINE PROPANE GAS STOVES are offered in a number of shapes and sizes by Suburban Marine Gas Service. For small and medium boats there is a two-burner counter-top stove, with an easily accessible master shut-off valve. For the modern touch and greater flexibility, a rust-proof satin chrome finish built-in range permits boat owner or builder to install as many burners as required. The four-burner range illustrated, Model SM-206, provides more elaborate cooking equipment.

New this year is a Suburban Marine Service automatic gas water heater which holds 10 gal. of water at 140 deg., is heavily insulated and stands only 36" high.

SUBURBAN MARINE GAS SERVICE, Dept. Y-59, Box 206, Whippany, N.J.

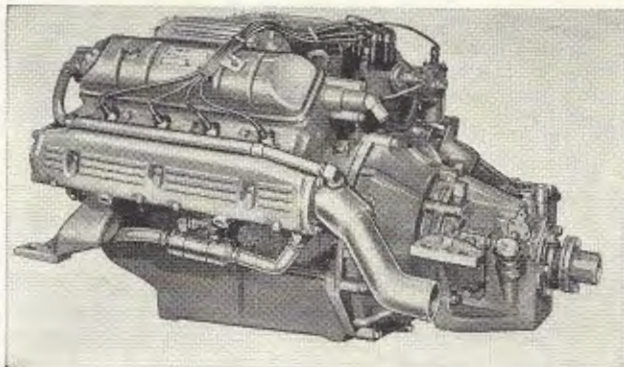
For a sporty ride, try the Alcort Super Sailfish Mark II



NEW SUNFISH IN FIBERGLASS. A sailing playboat that grew up to become a serious racing class in many yachting centers, the Alcort Sailfish, with its larger sister ship the Sunfish, is well on its way to becoming America's most popular small sailing craft, its builders report.

Most popular in the Alcort line last year proved to be the 13'7" long Super Sailfish Mark II of all-fiberglass construction. This year the Sunfish, a beamier version of the Super Sailfish with a footwell, is also being built in fiberglass plastic. Harborite plywood construction is also available, as are a number of gay new color schemes in the sails.

Easy transportation by cartop or in a station wagon is one of the features that leads to wide popularity of these "sailing surfboards." Prices range from \$168 for the standard 11'7½"-long Standard Sailfish home-building kit to \$395 for a factory completed, Harborite-built Sunfish.



Gray introduces two new V-8s, rated at 135 and 170 hp.

NEW V-8S BY GRAY. New 135 and 170-hp. Gray V-8s are being featured for 1959. In all, Gray lists a total of 22 gasoline marine engines in four, sixes and V-8s and six diesels. Available in a wide variety of gears and accessories, these are offered in 17 basic engine sizes. Gray-designed fresh water cooling systems are made for most fours and sixes.

The new 135 and 170-hp. Fireball V-8s are companions to Gray's 225-hp. V-8. These compact engines offer Warner Velvet Drive Hydraulic gears, top-of-engine servicing, smooth idling, fast acceleration and excellent cooling.

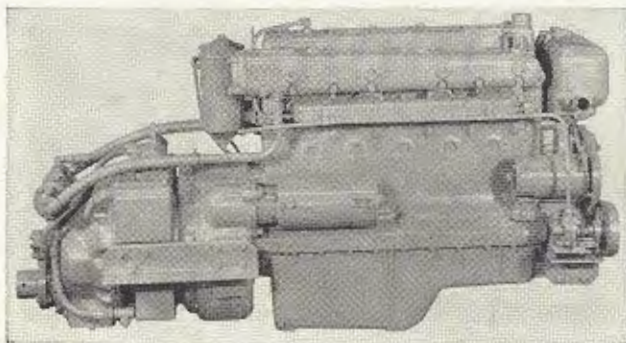
Gray fours, several with counterweighted crankshaft and oil cooler, are rated at 25, 31, 63, 45, 60, 70, 75, 85 and 90 hp.

In line Graymarine Sixes come in the following sizes: 109, 116, 118, 120, 136, 150, 165, 175, 185 and 200 hp.

Warner hydraulic transmissions are available for many fours and sixes.

Gray's Diesel Six-D427 is rated 130 hp. at 2400 r.p.m. (intermittent); their new Six-D802 develops 190 hp. Other diesels are listed at 25, 30, 60 and 150 hp. All Gray diesels are of the four-cycle type, have chrome-molybdenum-iron alloy blocks and built-in fresh water cooling.

GRAY MARINE MOTOR CO., 710 Canton Ave., Detroit 7, Mich.



This 130-hp. Gray diesel weighs 1475 lb.

RAY GREENE PLASTIC BOATS. In addition to the five sailing classes for which Ray Greene & Co. is already known, this concern has taken on two new lines—both established one-design racing classes. One is the 19'10" Olympic Games class Flying Dutchman in a molded fiberglass version. The other is the National One-Design Class, of which the Greene concern has been designated the sole official builder. The Nationals will now all be of molded fiberglass.

Introduced at last year's show is the Greene New Horizons, a 25'3" by 7'9" by 3' keel-centerboard cruising sloop of light displacement, designed by Sparkman & Stephens. She sleeps four, has a complete galley and head, and comes with in-board or outboard power or none at all. She has a sail area



The New Horizons is a Greene 25' four-berth cruising sloop. A familiar Greene plastic boat, the 16' one-design Rebel



The popular Rebel 16' one-design racing class sloop has new hardware and fittings as standard equipment, and aluminum spars, plus a new type of seat and floor. A simplified centerboard is installed in the 10' Vixen sailing dinghy. The 12' Nipper, only plywood boat in the Greene line, will have aluminum spars for 1959.

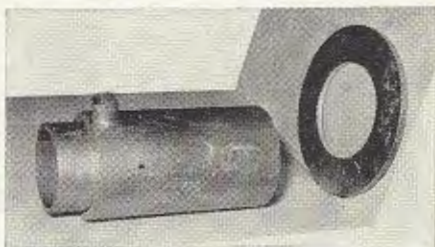
RAY GREENE & CO., 508 So. Byrne Rd., Toledo 9, Ohio.

The new "Stardust" line of steering wheels has been added by Wilcox-Crittenden (right)



W-C CQR anchor (left) is of the popular plow type

Exhaust Gas Eliminator by W-C fits over end of pipe, prevents fumes from blowing back aboard



THE WILCOX-CRITTENDEN LINE. This 111-year-old firm has developed many new products, concentrating especially on lights, steerers, pulleys, mufflers and deck fittings. Two catalogues are available to boat owners from Wilcox-Crittenden. The complete line is in a 164-page book that is available to the public at \$1.00 per copy, and there are also special catalogues, one for outboards and small motorboats, the other for sailboat fittings that cost 25¢ each and will be ready for distribution at the New York and Chicago shows. The W-C factory has been expanded with 11,000 added square feet of floor space.

WILCOX-CRITTENDEN, INC., 1111 N. 1st St., Littleton, Colo.



"Striking" is the word for the Century Coronado 21

CENTURY'S 1959 FLEET features new heights in colorful decoration and rakish lines, along with triple-braced bottom construction, seam-battened African mahogany planking. A new boat in the line is the 22' Raven Hardtop, a variation of their established Raven but with a plastic hardtop covering the midships section of the boat. Like the original Raven, she is lapstrake planked. Two bunks are under the forward deck, reached by a hatch or by a bulkhead companionway. The boat makes up to 35 m.p.h.

Century's Coronado 21 has a 9" longer bow with new lines this year, ending in a rounded air-scoop at the stem-head. Its landau top is redesigned. Power up to 300 hp. may be installed.

The Resorter 19 has a "wing" foredeck design, convertible sliding top, seats seven and is capable of over 45 m.p.h. Equipment includes automotive steering, hydraulic gear shift, foot throttle, chrome-protected rubrail and fenders, sound-proof engine box, bronze rudder and strut, cigarette lighter, non-glare rear view mirror and other items.

The Resorter 16 is a popular water-ski boat with speed (45 m.p.h.), maneuverability and stability. Sliding top and ski-tow ring are optional. The boat seats six. The Century Arabian 18 has a restyled forward cockpit and deck. A new split-seat design facilitates access fore and aft.

The Raven 22, original model from which the Hardtop was developed, has a redesigned cockpit and has a single helmsman's seat, providing added cockpit space for fishing and family trips. She was built to perform in rough water, and one of these craft won a race across the Gulf Stream from Miami to Bimini last year.

The Nordic 19 is a popular Century model for family and fishing use, and makes up to 35 m.p.h. In the outboard line, Century's Palomino 15 and Roan 15 feature striking appearance as well as performance.

CENTURY BOAT CO., Manistee, Mich.

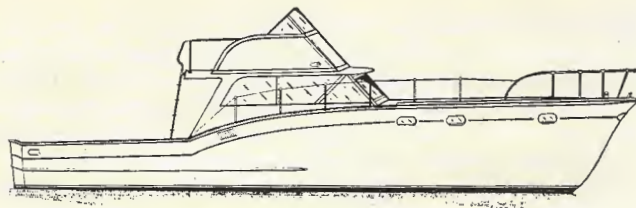


A new Century boat is the 22' lapstrake Raven Hardtop

SAFTI-CRAFT SPORT FISHERMEN. New in the fleet of Safti-Craft steel boats this year are 31', 45' and 42' sport fisherman type yachts—the first time, according to their builders, the E. W. and A. P. Dupont Co., that sport fishermen have been built in steel. Also new is a 42' steel Express cruiser, largest of the line, which also includes cruisers 26', 31' and 35' in length. The 42-footer is optionally powered



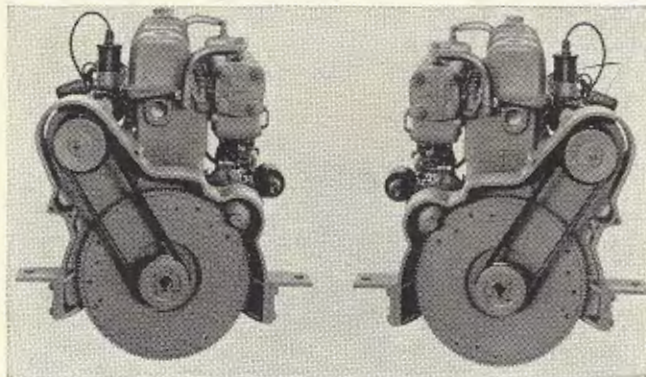
The Safti-Craft 31' Express cruiser (above) makes 30 m.p.h. New in the Safti-Craft fleet is the 42' steel sport fisherman (below)



gines up to 450 hp., sleeps six, and in the sport fisherman version is listed at around \$30,000. At the lower end of the price scale, Safti-Craft's least expensive boat is a 26-footer at \$6,300.

Special equipment in the fisherman models includes a roomy cockpit for fishing, flying bridge and dual controls. Structurally, the Safti-Craft are welded of a special alloy steel, light and sturdy, and a new vinyl paint developed for Safti-Craft by the Glidden Paint Co. is said to prevent rust.

E. W. & A. P. DUPONT CO., Patterson, La.



Palmer engines in opposite-rotating true pairs

PALMER PRESENTS NEW MODELS. The Palmer line of marine engines has been reinforced by the addition of IH 240 and 264 models, available in true pairs, and a new economy 7-hp. single cylinder motor based on a Wisconsin assembly, to provide a range from 7 to 250 hp.

True pairs of IH 240 or 264 engines provide opposite rotation with all manifolding and accessory equipment mounted symmetrically.

PW23, the new 7-hp. "single" is a water-cooled model which develops its rated power at 2600 r.p.m., weighs but 150 lb. and is said to have exceptionally low fuel consumption.

Also featured among the 1959 Palmer offerings are 120 hp. and 135 hp. Spacemaker engines which are inclined 18 degrees from the horizontal to require one third less space from timbers to decks.

In all, Palmer makes available a "single," two "fours," five "sixes" and a V-8.



TEJANA, Burger 70



CAROLINE IV, Burger 65



SEVEN SEAS, 90' Custom Cruiser by J. B. Hargrave



CIBOLA, 60' Steel Ketch by Philip Rhodes



BURGER-BUILT *Yachts*

Power or sail, Burger standard and custom boats are the choice of experienced yachtsmen. For lasting beauty, smooth-running, non-pounding performance and easy, economical maintenance, Burger steel hulls cannot be surpassed.

Burger's experienced designers give personalized service to each individual owner in planning interior arrangement detail. Joinerwork is executed by skilled Burger craftsmen in a choice wood.

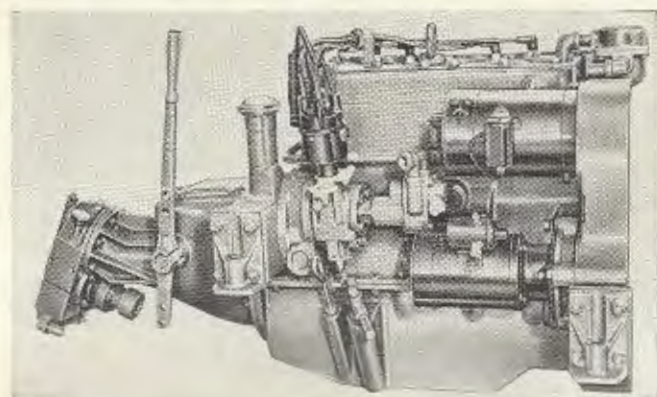
The Burger Boat Company has been building outstanding boats for 96 years. Today, building only a select few yachts each year over fifty feet, boat-building is still regarded as an art and craft by all personnel of the Burger Yard. Architects and owners agree that Burger-built stands for the finest in modern yachts.

Burger Standard Cruisers in Steel, 54', 60', 65', 70', 75', 80', 85' and 90'. Also available in all-welded aluminum alloy.

Burger BOAT COMPANY
MANITOWOC, WISCONSIN

Burger Standard Sailboats in Steel, 60', 70', 80', 90' and 100' available soon. The first Burger Standard 90' Auxiliary Ketch designed in collaboration with Sparkman & Stephens, Inc. is currently under construction.

NEW YORK BOAT SHOW SPACE C210-C211.



Universal Aqua-Pak V-drive model rated at 70 hp.

HIGHER POWER, LOWER WEIGHT FOR UNIVERSALS.

Application of new engineering ideas and the use of lighter-weight alloys give 1959 Universal engines reduced weight with greater strength, plus increased horsepower. Also the maximum in economy is claimed without the use of a premium fuel.

The new Super-Six boasts an additional 10 hp. with its rating of 155 hp. at 3200 r.p.m. Weight has been trimmed to 837 lb. on this 340-cu. in. model. The 2800-r.p.m., 130-hp. Super-Six Stevedore is also available.

Stepped-up power is featured in the Master Six (115 hp.) and the Explorer Six (105 hp.)—both up 5 hp. All Universal Sixes are available with various reduction gear ratios as well as optional manual or hydraulic reversing gears.

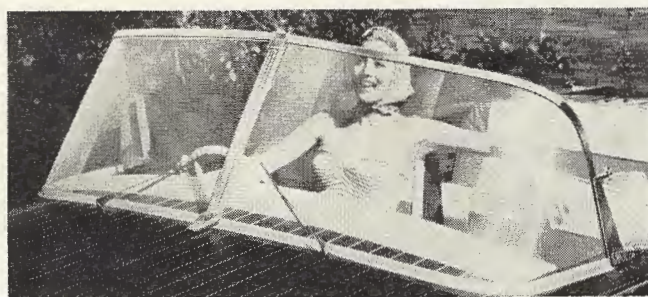
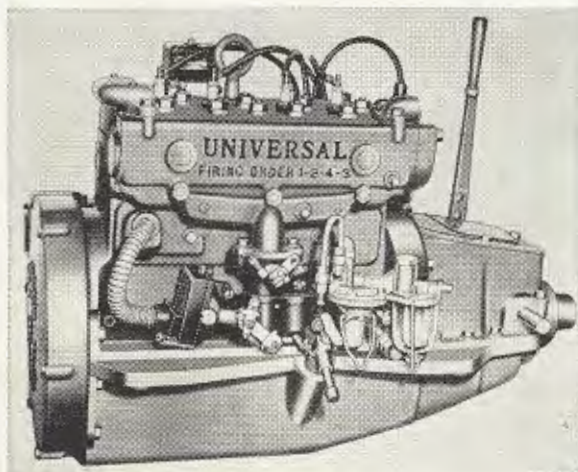
Dozens of models of Universal fours are offered for 1959. The 141-cu. in. Unimite Four is capable of 5 hp. more than last year's version, with its 70-hp. rating. Its length is under 32 in. while liberal use of aluminum has brought its weight down to 370 lb.

The Super-Four, with power increased from 50 to 55 hp., is a large displacement, medium speed engine recommended for heavier hulls. Most popular Universal "Quad" is the Atomic Four. Measuring just 26½ in. overall, it puts out more than one hp. per inch—a total of 30 hp. Displacement is 65 cu. in. The 25-hp. Utility Four engine displaces 95 cu. in.

Rounding out the 1959 line is the 50-cu. in., 12-hp. Blue Jacket Twin.

The Aqua-Pak series consists of compact V-drive power packages, having the gear component as an integral part of the engine. Higher powers are available in the New Aqua-Paks, with ratings of 30, 70, 105 and 155 hp.

UNIVERSAL MOTOR CO., 312 Universal Drive, Oshkosh, Wis.



The Taylor wrap-around windshield provides an excellent view

SAFETY GLASS WINDSHIELDS and a featured product this year of the Nelson A. Taylor Co., manufacturers of boat tops, covers, windshields and sundry other allied products.

Made in full wrap-around style, the glass is tempered to full automotive safety specifications as to strength, impact resistance, scratch resistance and optical clarity. Metal parts have withstood 200-hour salt spray tests. The windshields have passed rigorous strength tests, withstanding flex, stress and strain, and can be cleaned and polished without damage, the makers report. The new Taylor Made Safety Glass provides for attachment of the Convertible Top without studs in the windshield frame.

Sizes range from 54" to 78" widths, in 16", 19" and 21" heights. Installation is simple, requiring only ordinary hand tools.

N. A. TAYLOR CO., Gloversville 33, N.Y.



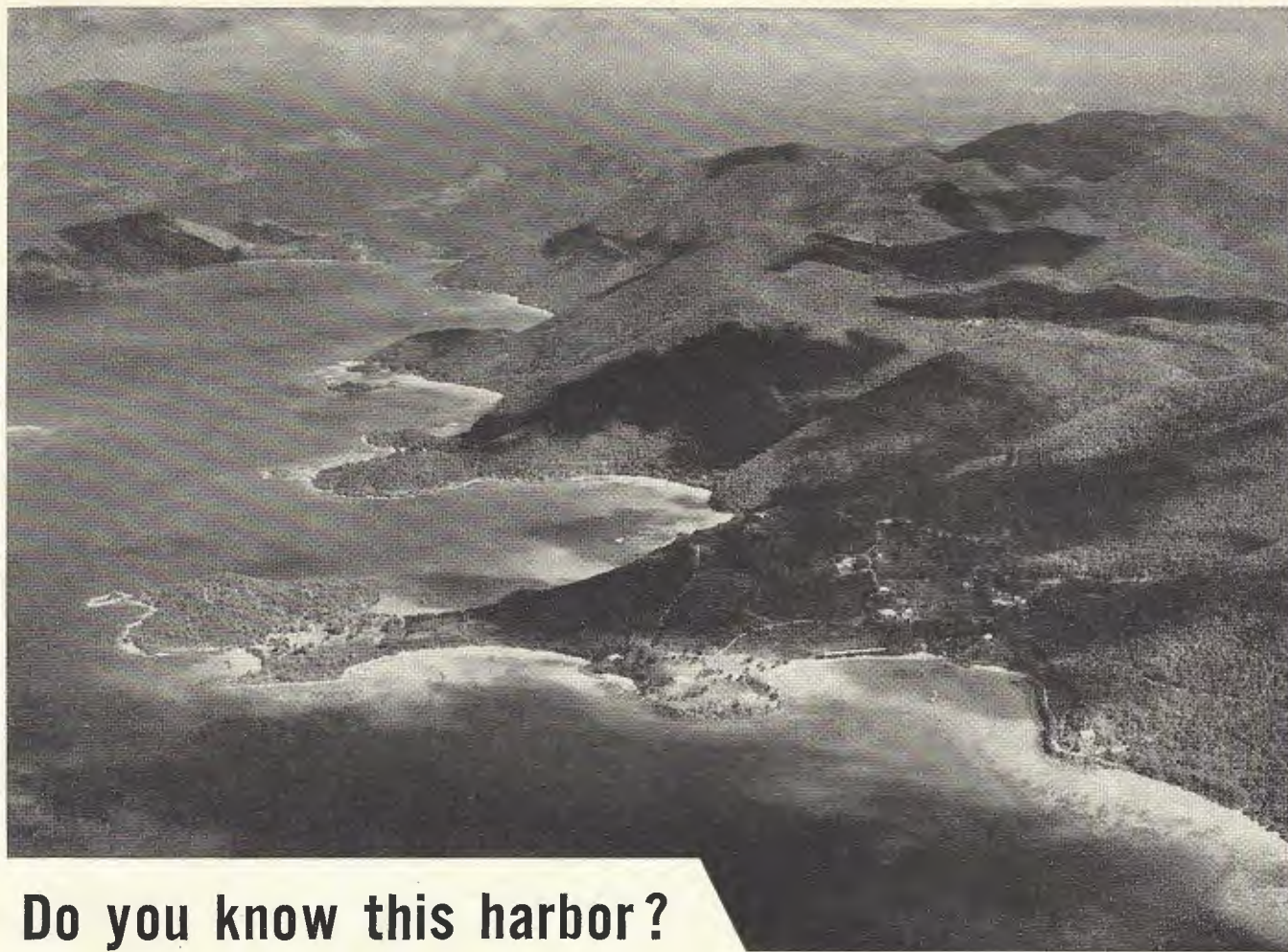
This boat shows a Taylor-made Holiday Convertible Top, snapped onto the "Top-Lok" Channel aluminum frame of the windshield plexiglass. Also the SpeedAire Wind Wings attached to the windshield. Tops come in a choice of materials



The King's Cruiser is a popular auxiliary sloop, Swedish built

SWEDISH-BUILT KING'S CRUISERS in the United States now number well over 100, according to George B. Walton, who imports them. They are sloops, 28' o.a., 20'10" w.l., 7'3" beam, 3'11" draft, 300 ft. of sail, and have optionally gasoline or diesel Volvo auxiliary engines.

The King's Cruiser sleeps four and equipment includes glassware, silver and airfoam mattresses. Sails are of Dacron, with roller reefing; rigging is stainless as is the galley equipment and plumbing is American-made. She is planked with African mahogany, copper-riveted and glued over white oak frames. The cockpit is self-bailing. The delivered price in a U.S. east coast port is approximately \$7,500.



Do you know this harbor?

Probably nowhere in the world is there a more interesting vista for yachtsmen than these colorful tropical islands. The ideal temperature of 78 degrees, the unusual scenic quality, the steady trade winds, and the protected waters offer unlimited possibilities to the small boat sailor. There are good depths of water through all the passages and remarkable freedom from outlying dangers. Harbors in general are deep and the shallows can be easily seen through the clear crystal water. This is not a single harbor, but a yachtsmen's paradise where there is a perfect little cove just around each headland ready for your anchor. There are no facilities here but just 4 miles away, across Pillsbury Sound is the attractive city of Charlotte Amalie where repairs, supplies and communications are all available. This is the northern coast of the United States Virgin Island of St. John looking toward the British Virgin Island of Tortola. In the right center foreground is Durloe followed in order by Hognest, Trunk, Cinnamon, Maho and Francis Bays.

Visit us at Booth C-164, National Motor Boat Show



Chubb & Son

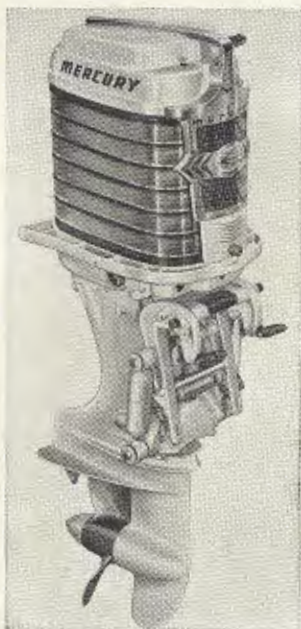
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YACHT INSURANCE

See your Broker or Agent

Send for the new "ABC of Yacht Insurance", an interesting booklet explaining your insurance and containing many valuable suggestions for the proper care of your boat.





Mercury 70-hp. Mark 78A with Dyna-Shock absorbers



This Hardtop Express is one of Pacemaker's 33-footers

MERCURY ADDS NEW MODELS. With the addition of 15 and 35-hp. models the Mercury line of outboard motors has been expanded to comprise four "twins"—of 6, 10, 15 and 22 hp.; three "fours"—rated 35, 40 and 45 hp. and a pair of "sixes"—pulling 60 and 70 hp. respectively.

All 1959 Mercurys of 35 hp. and over will be available as electric-starting models with built-in generators and will have optional long shafts for use on 20-in. transoms. The two six-cylinder motors will be offered in a choice of right or left-hand rotation.

Quieter operation is the aim of sealed cowl enclosures with rear air intakes. The Merconomizer, said to yield up to 60% greater fuel mileage at moderate cruising speed, is standard on four and six-cylinder motors.

The new 15-hp. Mark 15A incorporates underwater exhaust, glide-angle design and automatic transmission with single lever control of forward, neutral, reverse and throttle.

Automotive type fixed-jet carburetors are standard on Marks 28A (22 hp.), 58A (45 hp.) and 78A (70 hp.).

The 60-hp. Mark 75A is an improved, higher torque version of the model which set a 50,000-mile endurance record and, as a competition model, set a world speed record of 107.9 m.p.h.

A single lever incorporating forward, reverse, stop, start, speed and choke is standard on six-cylinder motors.

All models from 35 hp. up are shipped without propellers to permit the dealer to tailor the propeller to the owner's specific needs.

Dyna-Shock absorbers with Safety-Tilt switches will be optional on Marks 28A, 58A and 78A.

KIEKHAEFER CORP., 600 S. Hickory, Fond du Lac, Wis.

PACEMAKER CRUISERS IN SEVERAL SIZES. Pacemaker's Sea Skiff Hardtop Express, one of the line's 29-ft. models, is intended to be an all-weather cruiser. It sleeps four. Seven engine choices are offered—with a 215-hp. Interceptor or 225-hp. Gray or Chrysler it cruises at 20, peaks at 26 m.p.h.

Largest of the Pacemakers, the new 40-ft. Sea Skiff Sport Fisherman with flying bridge, sleeps six. A combination of sea skiff design and carvel construction are said to give this model all-weather seaworthiness. Options in twin engines provide a top of 26 knots.

The 33-ft. Sea Skiff Hardtop Express boasts more cabin width than its predecessors. It has flush engine hatches and sleeping accommodations for four. Power options include four single engines and six "twins," for a top speed of more than 26 knots.

Another 33-ft. Pacemaker Sea Skiff with engine choices similar to the Hardtop Express is the Sport Fisherman. Said to be capable of taking the deep-sea fisherman wherever the fish are, this model has a flying bridge with built-in venturi wind deflector.

Similar in power options to other Pacemakers of its size is the 33-ft. Deluxe Convertible Sedan. It features a spacious pilot house cabin with aft bulkhead folding doors which open to provide a roomy cockpit.

C. P. LEEK & SONS, INC., Lower Bank, N. J.

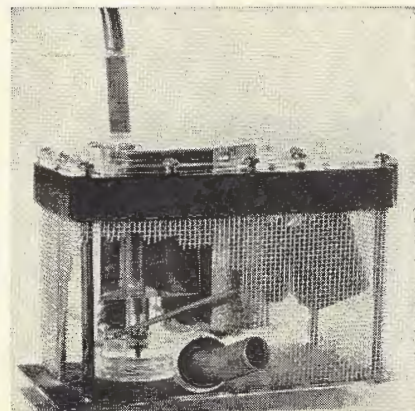


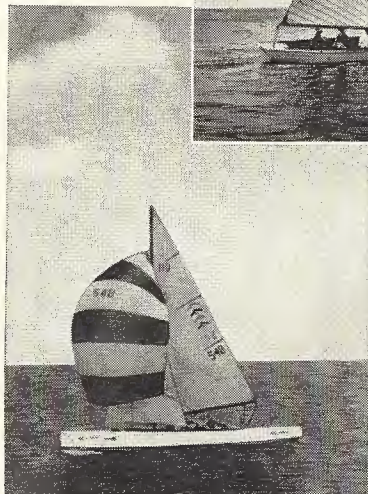
Pacemaker's 40-ft. Sea Skiff sport fisherman

New 15-hp. Mercury features "glide-angle" design



The Lovett Bilge Pump from LONGPORT MARINE CO., Longport, N.J., uses a patented air-lock seal for submerged operation, to protect the electrical parts, and prevent corrosion. The pump comes in manual or automatic starting models, in 6, 12, 32 and 110-V d.c.





Bainbridge

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As in any racing class, where powerful sails are of paramount

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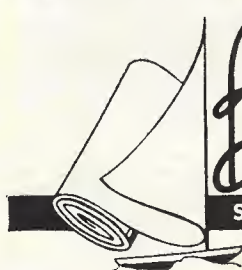
Whatever the size of your boat your sailmaker will assure you

that there is a BAINBRIDGE STABILIZED DACRON SAILCLOTH

which will enable him to build your sails with the proven

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Bainbridge

STABILIZED DACRON SAILCLOTH

HOWE & BAINBRIDGE INC.

BOSTON 9, MASS.

*Dacron is a DuPont trade mark of its polyester fiber



The BOAT SHOW in Print



Popular Chris-Craft 42' Constellation features broad decks, open-style deckhouse uniting with dinette



Chris-Craft 21' Continental can hit 41 m.p.h.

CHRIS-CRAFT'S 1959 FLEET embraces 10 sport boats, 20 cabin cruisers and yachts and two offshore sport fishermen. They are all built of Philippine mahogany with batten-seam topsides and double-planked bottoms, ranging from a 17' Sportsman to luxurious yachts in 55' and 65' sizes. Due to continued research by the company in reduction of building costs while improving quality, many of the 1959 models are announced as being lower-priced than the craft they supersede.

In the sport category three lines, Sportsman, Capri and Continental, make speeds up to 42 m.p.h. in a wide range of styles and layout. Equal to medium-priced autos in cost are the 17' Sportsman with two-toned styling and the twin cockpit 17' Ski Boat that can hit 42 m.p.h. with the Chris-Craft new Model-283 V8 engine. There are 20' and 24' Sportsman models with extra roomy cockpits seating up to nine.

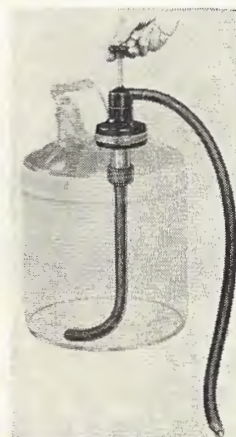
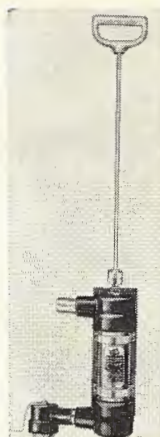
Continental models are available in 18', 21' and 26' sizes, with such items as built-in fins, and landau or convertible tops, and the Capri comes in 18' and 21', with high-styled interiors, twin-cockpits, fins and optional landau top. The 19' Silver Arrow is Chris-Craft's counterpart of a sports car, with twin cockpits, and foredeck, covering boards that taper into fins and contoured engine box all of fiberglass.

The cruiser fleet starts with a 25' semi-enclosed model ideal for fishing, high speed water sports and overnight cruising. She has raised sheer styling, wrap-around windshield clipper bow and one-piece fiberglass cabin roof. There are two "Twenty Sixes," a Sports Express and Commuter. The motor-yacht styling of the Constellation line starts with 27' and 28' models. Both sleep four with vee-berth staterooms forward and convertible dinettes that offer a sitting view of the water. The same Constellation styling with spacious forward and after decks, walkaround side decks and deckhouse and flying bridge is applied to 31', 35', 40', 42', 55' and 65' lengths sleeping four, six, eight or 10. The two larger models are truly luxurious motor yachts with provision for crew's quarters and all appointments for fashionable living afloat.

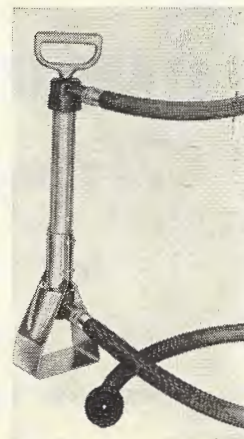


There are three models at 33', the Sports Cruiser, Sport Fisherman and high-styled Futura, characterized as the showpiece of the cruiser fleet, plus a 32' Commander sleeping six, the 40' Conqueror double-cabin cruiser with sun deck, and the popular 40' Sport Fisherman.

CHRIS-CRAFT CORP., Pompano Beach, Fla.



The Par Hide-Away pump (above, left) can be installed under the cabin sole. The Gala lavatory and galley pump (center) comes in several models. At right, above, is the Supar Fuel-er can-top fuel transfer model which fits on standard can filler necks. Par's Husky Junior emergency and dockside pump is a stirrup model with long intake hose



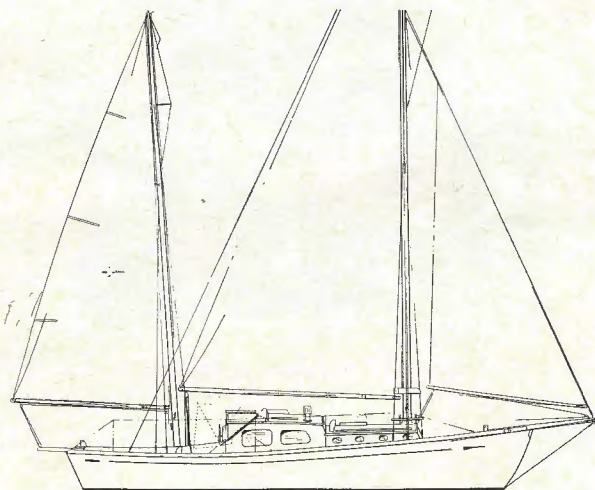
PAR MARINE PUMPS are made in a wide variety of types and sizes for practically every purpose for which pumps are needed on yachts, large and small. Newest is the Supar Fuel-er for pumping gasoline or lube oil from cans into motor tanks or crank cases, and its reverse-action companion, the Supar Sucker, for draining crank-case oil into cans. The Par Husky Junior is a portable stirrup pump that delivers 7 g.p.m. or pumps a solid stream 20 ft. above water level. Its intake hose is dropped into the bilges and pumping is done on the deck or pier.

The Par Gala line of galley and lavatory pumps includes six models with three spout designs—low, high and swing. A Par innovation is the Hide-Away under-floor pump. With 15 g.p.m. capacity, this one is only 13 1/2" tall and can be installed under the cabin floor, and comfortably operated, with a long, detachable handle passed through a small hole, by a man standing on the floor. These are but a few of the versatile line of Par pumps.

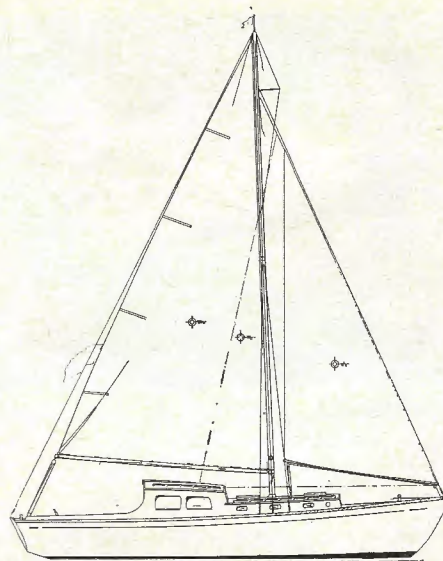
PETERS AND RUSSELL, INC., 405 W. 11th St., St. Paul, Minn.

Designs by FORD

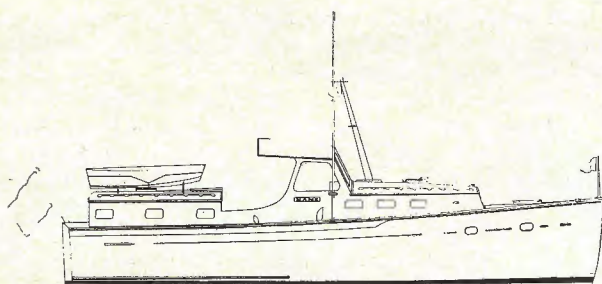
Regardless of type or size
we specialize in designs engineered
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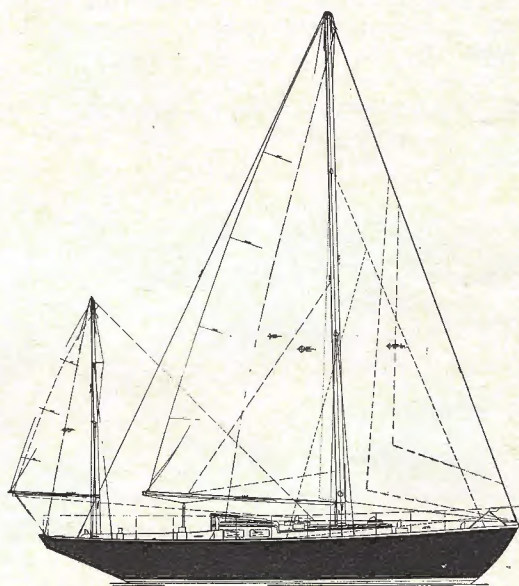
A sailer man's motor-sailer 31' sleeping four



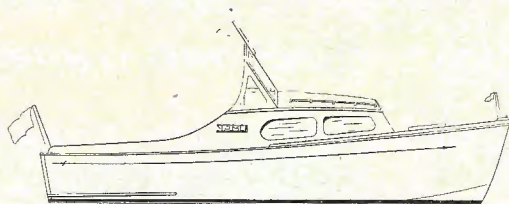
30'8" Motor-sailer with commodious
living for four



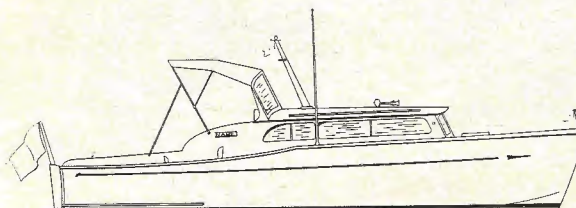
36' double cabin cruiser for the power minded seaman



39' of successful racing-cruising ability
Winner of 1958 Port Huron-Mackinac Race



19' Twin outboard cruiser



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The Gannet, distributed by O'Day, is a decked 14-footer used in intercollegiate competition

GEORGE D. O'DAY ASSOCIATES, importers of fast sailing craft since 1951, have broadened their fleet this year to include power craft and some new sailboats of fiberglass plastic construction, American-built.

The powerboat is the Ray Hunt-designed, plastic-built Hunter, in 23' inboard or 19' outboard models. Said to make 40 m.p.h. with a 215-hp. Interceptor, one of the first Hunters attracted favorable attention off Newport last summer by her rough-water performance while acting as tender to the 12-Meter *Sceptre*. The 23-footer will carry as many as 20 passengers. She has some revolutionary design features, such as a centerboard to improve slow-speed handling and, in the outboard model, a water-ballast compartment that fills itself automatically when needed.



The 23' Hunter is a fast powerboat of unusually good rough-water performance

In the sailing line, the O'Day fleet now includes some 15 boats, ranging from the 26' auxiliary cruising sloop Atalanta, which sleeps six and is designed for trailer cruising, down to the 10' Cadet junior training sloop.

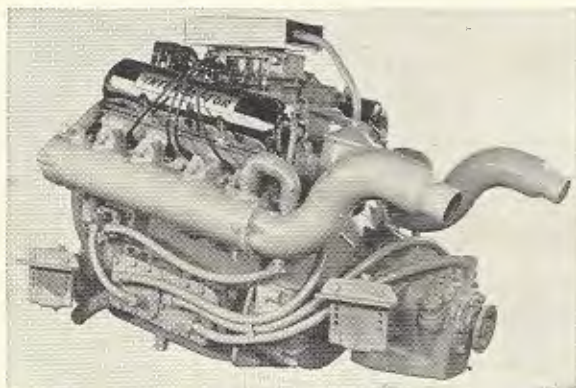
Two new sailing craft are the 16½' Day Sailer, which will carry six to eight for day sailing and sleep two in a small forward cuddy, and the 15½' Ospray. Both are designed to be stable, steady craft, suitable for family use and beginners as well as expert racing, and both are molded for O'Day by Marscot Plastics, as is the Gannet, a 14' planing-type racing sloop.



The O'Day firm recently took over control of Marscot of New Bedford, Mass., and is having all its fiberglass models manufactured there.

Most of the other O'Day sailing craft are of molded plywood construction, imported from Fairey Marine, Ltd., of England, including such extreme racing machines as the 5-0-5, Jolly Boat, Flying Dutchman and the International 14' dinghy—all planing type boats. Some are optionally plywood or fiberglass construction. Another new one is the 14'9" Finn, like the Flying Dutchman an Olympic class, with an unusual, unstayed mast which swivels and bends.

GEORGE D. O'DAY ASSOCIATES, INC., 9 Newbury St., Boston, Mass.



New 260-hp. Interceptor is intended for cruisers

DEARBORN ANNOUNCES 1959 INTERCEPTORS. Incorporating various engineering advances, the new line of Interceptor engines will consist of models rated at 135 hp. (replacing the 125), 150, 170 (in place of the 165), 185, 215 and a brand-new 260 hp., 361 cu. in. engine designed for cruisers.

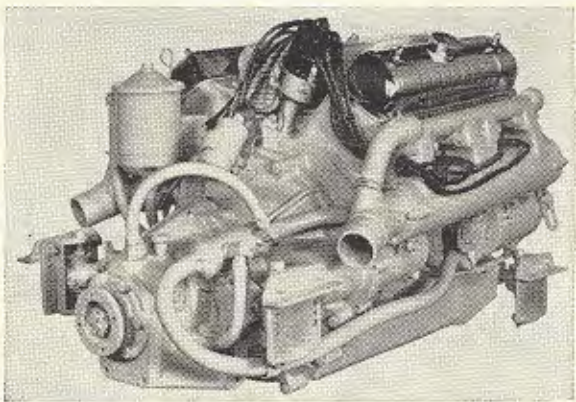
All models have a new aircraft type mounting system which is micro-adjusting and which provides sound-deadening with controlled deflection.

Improvements to the familiar basic models include new thermostat controls, a new higher capacity fuel pump and dual carburetion designed for greater economy and smoother operation. The 260 hp. model has a four-barrel, large throat carburetor.

New self-priming, positive displacement, high volume water pumps are used on all 1959 Interceptors.

All models are high compression, high efficiency, short stroke, V-8 engines in which maximum use of aluminum holds weight down to 625 to 725 lb. in the smaller sizes with the new 260 weighing-in at 850. The entire line is said to feature compactness.

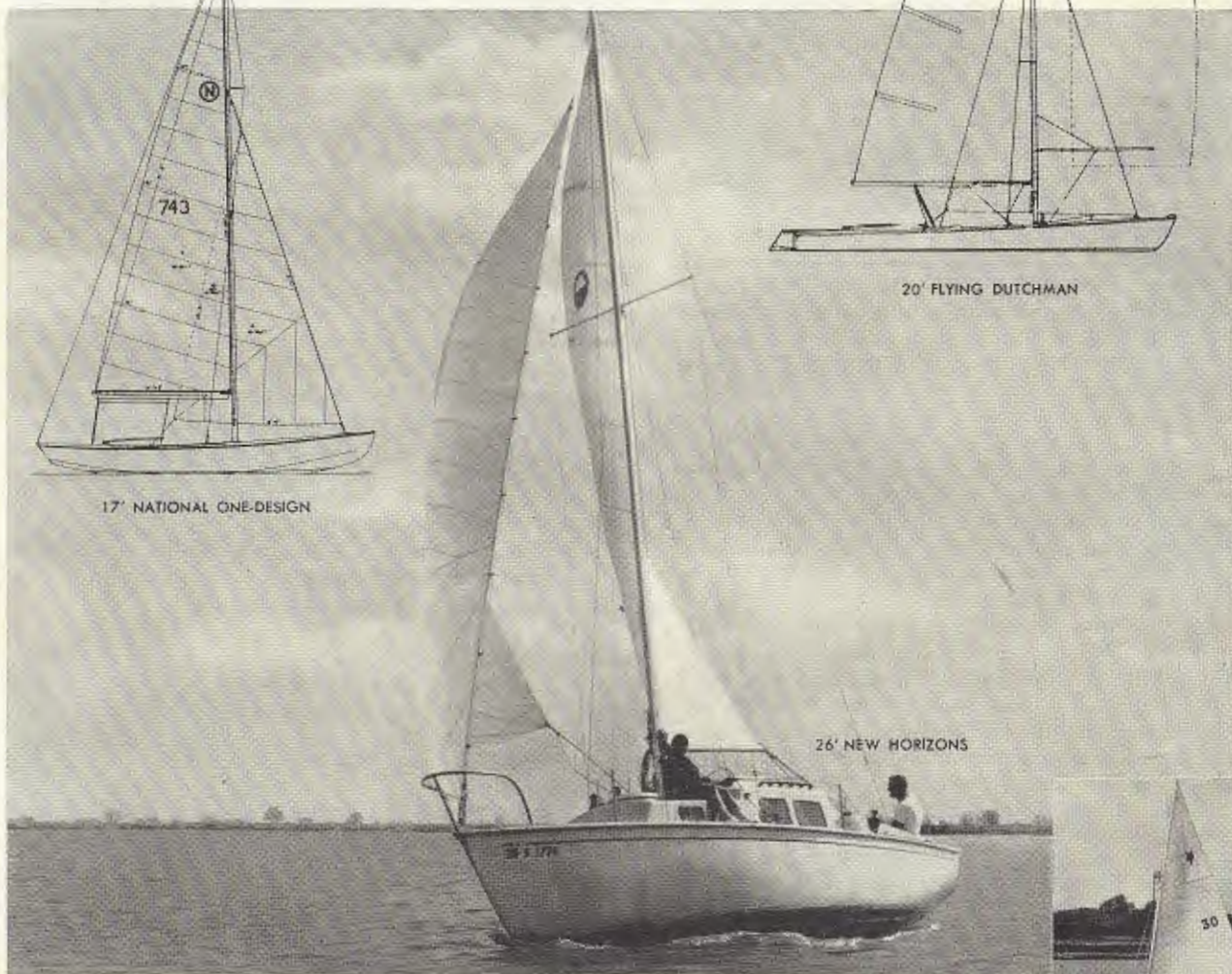
DEARBORN MARINE ENGINES, INC., 31465 Stephenson Highway, Royal Oak, Mich.



AMERICA'S MOST

Complete Line

OF FIBERGLASS SAILBOATS



17' NATIONAL ONE-DESIGN

20' FLYING DUTCHMAN

26' NEW HORIZONS

a fleet of lively performers
to answer every sailor's dream

What's your choice . . . a swift racer . . . a pleasure craft for week-end cruising . . . a family boat for racing and day sailing? It's here . . . in superb designs that will thrill every sailor, young or old. Built into each one . . . the rugged safety and care-free fun of fiberglass. No caulking, no sanding, no painting . . . you'll spend those hours afloat! So take your choice . . . answer the call of that freshening breeze.



16' REBEL



12' NIPPER (plywood)

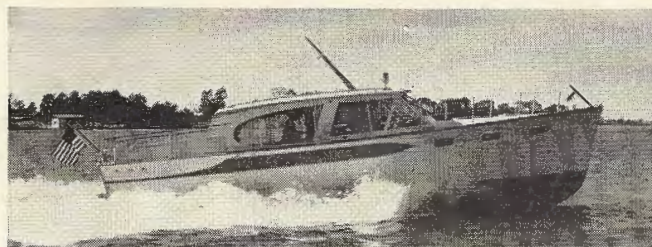


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504 S. BYRNE ROAD, TOLEDO 9, OHIO



The Richardson Golden Jubilee 40 Sedan Cruiser sleeps six

RICHARDSON'S GOLDEN ANNIVERSARY FLEET consists of 15 models covering the popular sizes of power craft from the 53' custom built Motor Yacht down through 46', 43', 40', 35', 31' and 27' cruisers to the open 24' utility day boat, newest of all Richardson's models in its 50th year of boatbuilding.

A new model, and the largest standard production boat, is the 46' Golden Anniversary Motor Yacht. This craft will sleep 10 persons, has a spacious one-level saloon-deckhouse which includes galley and dining area, and a large sundeck aft. Cruising accommodations are luxurious. Twin power and hydraulic clutches and reduction drive are standard, diesel power optional, as in other large Richardson cruisers.

All the Richardson hulls down through the 27' cruiser are of round-bilge design, planked with western red cedar bronze-fastened over steam bent white oak frames, keels and stems.

At the bottom of the size scale, and also brand new, is the V-bottom 24' hull, an open boat except for an enclosed forepeak which contains a head. Her power is a 170-hp. Gray V-8. Richardson's anniversary year plans include putting out a cruiser arrangement in this hull, sleeping two or four, with enclosed head and galley.

In intermediate sizes, all the 1959 Richardson hulls show new refinements. The 43-footer is quite similar in layout and facilities to the new 46. In both the Golden Jubilee 40 and Golden Jubilee 35 hulls three different models are offered—sedan, express and custom sport cruisers. In both these sizes, sleeping arrangements for six are worked into the cabin layout. Two new 31-footers are the Golden Express and Golden Commuter, the former a full cruiser sleeping six, the latter a utility type but with two berths and head. The 27' Express sleeps four; the 27' Utility is an open boat.

Strictly custom built is the 53' queen of the Richardson Gold Anniversary Fleet, an enlarged version of the 46-footer with all the trimmings.

RICHARDSON BOAT CO., INC., North Tonawanda, N.Y.



Newest and smallest Richardson is the 24' Utility

CONTROVERSY TYPE AUXILIARIES in several sizes and models are available from Mount Desert Yacht Yard in Maine, which is introducing one brand new boat this year, the Controversy 28. This sloop is an expansion of the familiar Amphibi-Con with more cabin space, inboard power or outboard optional, and two more berths.

The C 28 is 28'5" l.o.a. x 8'6" beam, x 3'4" draft with 220 feet of sail and a displacement of 6,000 pounds. It is a



The Mt. Desert Controversy 28, a new model for 1959. The Mt. Desert Amphibi-Ette is a growing class

family boat with accommodations for six, full headroom, enclosed toilet and large galley. A special feature is a 6'6" wide double berth forward which also serves as a lounge. She is Merriman fitted and rigged and has a combination keel and centerboard. She features the reverse sheer and glued strip construction favored by Mount Desert in the interests of lower maintenance cost and better accommodations.

The Amphibi-Con, 25'6" x 21'8" x 7'9" x 2'4" (board up) is an international class with 80 boats now in existence. Owners have trailed this boat to most of the popular boating areas in the country behind their family car, and she has an excellent racing record. She has 266 feet of sail, displaces 3,900 pounds and is of glued-strip construction. Auxiliary power is by outboard of 7-15 hp. Various kit forms are available: basic, \$1,795; semi-finished, \$3,750; completed (less sails and equipment) \$6,675 F.A.S. east coast port, or can be custom-finished at any American yard.

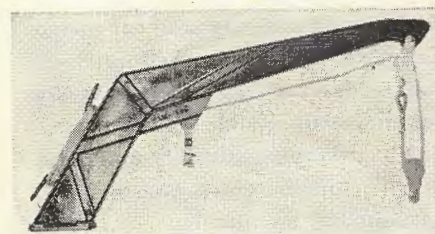
Fast gaining popularity is the smallest Controversy, the 24'0 1/2" x 20'01" x 7'9" x 2'4" (board up) Amphibi-Ette suitable for cruising and day sailing, with four berths, powered by 3-5 hp. outboard, 225 feet of sail and 3,000 pounds displacement. Prices for her various stages are \$1,495, \$2,990 and \$5,500. Other Controversies are available at 26, 30, 32 and 36 feet.

MT. DESERT YACHT YARD, INC., Mt. Desert, Maine.



The dinghy is easily launched with davits

Heavy duty davits to handle 600-lbs.



The pram dinghy is swinging from a pair of Capt. John's Model LM-103 aluminum davits mounted on the swivel base. Also shown is Capt. John's new model LM-400 davits which weigh 12 lb. each, carry 600 lb. CAPT. JOHN'S MARINE HARDWARE, Box 92, Wetherfield 9, Conn.



23' INBOARD RUNABOUT



The 18' ISLANDER



19' INBOARD RUNABOUT



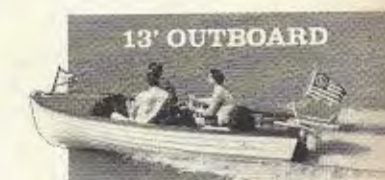
18' OUTBOARD



16 1/2' OUTBOARD



15' OUTBOARD



13' OUTBOARD



The 13' LEADER

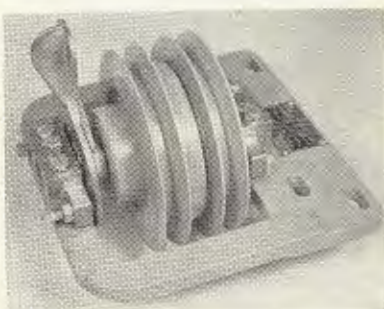
CLINKER - BUILT LYMANs for '59

The 1959 Lyman fleet of inboards and outboards is unequalled for performance and smart appearance. With the introduction of the all-new 17' Outboard and the 23' Inboard optional model with two bunks, called the "Sleeper," Lyman, this year, offers the most complete range of sizes in its history.

Safe, sensible Clinker construction assures you that all Lyman models are seaworthy, soft-riding, dry-riding and level-riding.

Lyman boats, always famous for gleaming beauty, superb details, comfort and convenience, are priced much below what you'd expect to pay. Write today for free, colorful '59 folder . . . and the name of your nearest dealer.

Lyman / BOAT WORKS, INC.
1624 FIRST ST. | SANDUSKY, OHIO



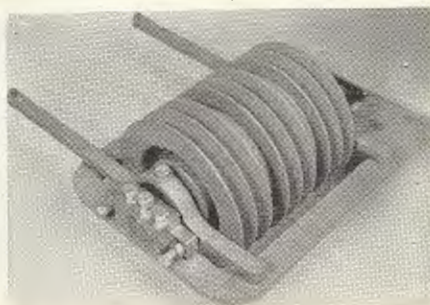
Single clutch, single belt, direct control Albina take-off

SINGLE CLUTCH TAKE-OFF BY ALBINA. Intended for applications where engine room space is at a premium or where only one auxiliary drive is needed, a single clutch version of the Albina power take-off is now available.

Both the new single clutch power take-off and the standard double clutch model are now made with mounting adaptors to suit 26 of the more popular marine engines. A universal mounting frame is also offered for easy adaption to any gasoline or diesel engine.

All models of the Albina power take-off are available for single or double belt drives and for either direct or remote control.

Double clutch, double belt, remote control Albina take-off



Seven different models of Albina anchor windlasses and davit winches are in the 1959 line.

ALBINA ENGINE & MACHINE WORKS, INC., 2100 North Albina Ave., Portland, Oregon.



The Ritchie Cruise Master Compass has a stainless steel binnacle

THE RITCHIE CRUISE MASTER COMPASS is an addition to the output of these manufacturers, and is meant for power boats from 20' to 60' o.a. It has a 4" card with optionally two degree or five degree graduations, a new matched magnet system to prevent excessive overswing, and a special compass oil in the bowl damps the card without making it sluggish. A bellows expansion chamber prevents bubbles forming due to temperature changes and there is a sapphire V-jewel bearing and special alloy pivot.

The compass has adjustable compensators in the base and an indirect enclosed lighting system. The binnacle is of non-magnetic stainless steel, either in black wrinkle paint or polished bright. A new sunshade is a recommended accessory. The compass lists at \$47.50; the shade at \$3.95.

E. S. RITCHIE & SONS, INC., Pembroke, Mass.



Cruis Along's 22' Sportster is a roomy open boat

CRUIS ALONG'S EIGHT MODELS for 1959 include three 31' cruisers, two 28' cruisers, and three 22-footers of which one is a cruiser and the other two open boats.

The Blue Water 31, available with or without flying bridge, has a large one-level cockpit and sleeps four below, in a double stateroom and convertible dinette. The galley has a 14-ft. capacity icebox that fills from the cockpit. The Convertible Sedan 31 sleeps six, including two in a sofa-bed in the deckhouse. The Custom 31 also sleeps six, having upper and lower berths in the main cabin. All the 31s are mahogany planked and have twin engines.

The Cruis Along Clipper 28 has a large self-bailing cockpit, and optionally one or two engines and open or sheltered bridge. She sleeps four, with good galley, toilet and locker space. The Gulfstream 28 is a sport fisherman's version of the Clipper. Both are mahogany planked.

The Cruis Along Vacationer, in 22' over all length, stows away berths for three, a dinette, enclosed head, completely equipped galley and complete cruising equipment. The Angler 22 is a solid-top fishing boat with a roomy cockpit, forward and after steering positions, and two quarter berths, optional toilet and stowage space to make her a workable overnighiter. The Sportster 22 is a similar boat with a huge all-open cockpit.

Cruis Along, Chesapeake Bay boat builders for 84 years, is now a subsidiary of the Overlakes Corp.

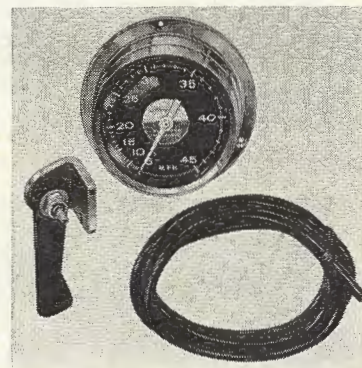
CRUIS ALONG BOATS, INC., Solomons, Md.



The Cruis Along Custom 31 is a comfortable home afloat for six

AIRGUIDE SEA SPEED INDICATORS are a new product of the Airguide Instrument Co. Using the Bourdon tube type of movement, like many other boat speedometers, this series of instruments is styled and priced to please the small boat operators. Three models are offered. Model 850 is for surface mounting, 851 for flush mounting, and Model 852-S is a speedometer panel with, also, start and choke buttons and two utility switches. Prices run from \$9.95 to \$15. Each Sea Speed set comes with all necessary parts, ready to install. Cases are chrome plated, dials are 3" diameter.

Component parts of Airguide's Sea Speed Model 850; instrument-board dial, hinged molded nylon pitot and 18' of vinyl tubing



Another new Airguide instrument is a chrome-plated small boat compass, with direct reading dome-shaped card, full gimball mounting bracket and molded nylon compensating mechanism, priced at \$8.95. This Model 77 has an Alnico V magnet, jeweled pivot, and an easily-read card with 5-degree markings clearly printed in white on black.

The complete Airguide line includes a number of other models of compasses and speed indicators, as well as clocks, barometers and other instruments.

AIRGUIDE INSTRUMENT CO., 2210 Wabansia Ave., Chicago 47, Ill.



Airguide's Model 77 compass for small craft is easy to read

A NEW MARBLEHEAD 26-FT. CRUISER has been added to the familiar 23-footers built by the Marblehead Boat Yard. Designed, like the other Marbleheads, by Eldredge-McInnis, the 26-footer is a four-berth cruiser with standing headroom, enclosed toilet room, and ample locker and stowage space. Like the other Marblehead cruisers, the new one is round-bilged, carvel planked with pine, cedar or mahogany at the buyer's option, over oak frames, Everdur fastened with the screw holes bunged. Deck hardware is bronze. All models are powered with Palmer engines.

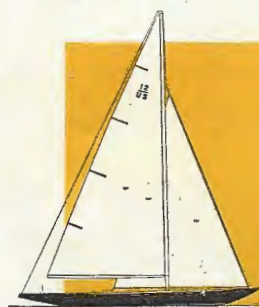
Three models are available in the 23-foot hull. The 23' Cruiser has two bunks, a galley and a roomy cockpit. The Day Cruiser has a couple of bunks tucked away forward but is primarily a day boat. The 23' Bass Boat, as her name implies, is built and equipped for sport fishing, with twin tillers instead of wheel steering, extra gas tankage and other features.

MARBLEHEAD BOAT YARD CO., Pool Rd., Biddeford, Me.



Marblehead Boat Yard builds a new 26' cruiser

LOOK TO THE LEADING LINE IN 1959



REGATTA LÜDERS
EPOXY BRONZE COMPOUND*

**BREAKS
THE
FRICTION
BARRIER**

*SEE IT AT THE NEW YORK BOAT SHOW IN THE REGATTA YACHT PAINT EXHIBIT AND ON THE LUDERS EXHIBITION BOAT



REGATTA — first for 89 years with men who know boats — is first again in manufacturing the revolutionary racing bottom coating that was developed for the America's Cup boats and contributed so much to the performance of Weatherly and Columbia — LUDERS EPOXY BRONZE COMPOUND. This new product represents a new concept of racing finish application — and the result is the hardest, smoothest, fastest racing bottom material ever formulated. Fit out with the finest in 1959 — REGATTA, the leader in paint chemistry, product research, advanced color styling and marine finish quality. Ask the man who knows boats.

REGATTA

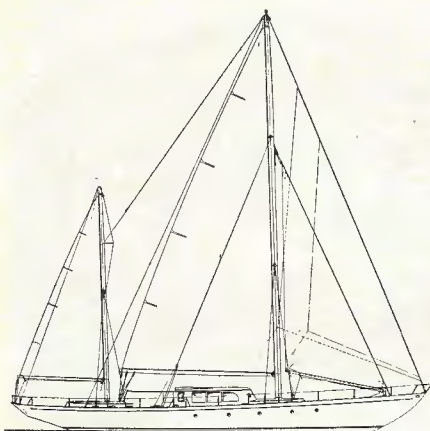


BALTIMORE COPPER PAINT CO.

Oliver Reeder & Son, Inc., Props.

501 KEY HWY., BALTIMORE 30, MD. • 24 BRIDGE ST., NEW YORK 4, N.Y.

Superior Marine Finishes Since 1870



Sail plan of the new Burger 90' standardized steel ketch

STANDARD SAILING YACHTS BY BURGER are the big news in that builder's program for 1959. A line of auxiliary cruising craft over 50' in length, built of either welded aluminum alloy or steel, is planned. Interiors will be semi-custom with layouts to suit the owner, in each standardized hull.

The first of these boats, already under construction, is a 90' steel ketch designed by Sparkman & Stephens. Other models will be announced shortly. The 90-footer is 65' w.l., 21' beam, 6'6" draft, with 3000 feet of sail and diesel auxiliary power. Accommodations include three large owner's-party staterooms, roomy crew's quarters with a stateroom for the captain, large deckhouse, comfortable saloon below with bar and buffet, large galley with deep freeze, etc.

Two welded aluminum auxiliaries built by Burger from Sparkman & Stephens designs, the 58' yawls *Dyna* and *Aria*, were produced a couple of years ago, and *Dyna* has had two successful racing seasons, winning most of the prizes she sailed for on Lake Michigan and sailing in the 1958 race to Bermuda.

In the power cruiser line Burger offers six standard-hull models in either steel or aluminum. Newest and largest is the Burger 80-footer, being built for a West Coast yachtman, Robert E. Dant of LaJolla, Cal.

Others in this fleet are the Burger 75, Burger 70, Burger 65, Burger 60 and Burger 54. The first 70-footer, *Tejana*, for H. C. Otis of Dallas, Texas, was launched last August.

The 54-footer, smallest of the Burger fleet, has two larger staterooms, complete crew's quarters, open bridge, flush decks and ample galley. She cruises at 13-15 m.p.h.

BURGER BOAT CO., Manitowoc, Wis.



"Tejana" is the first of the Burger Boat Co. 70-footers

THE OUT O' GLOUCESTER 30, a cruiser Japanese-built from plans by architect Philip Bolger of Gloucester, Mass., has a number of features new since the first of these cruisers made her debut at the 1958 New York show. She is 30' o.a., 11'9" beam, 2'5" draft, makes 28 m.p.h. with twin 135-hp. Palmer engines. She is double-planked with Philippine mahogany, has a hollow keel and molded skeg, both pilothouse



The Out o' Gloucester 30, a fast cruiser with dual controls

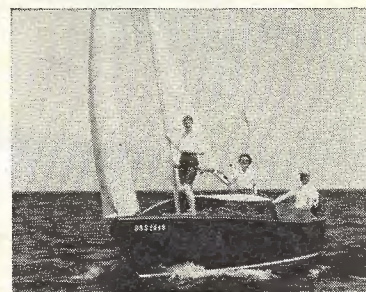
and flying bridge controls, a fiberglass cabin top and other features. Four can sleep in two separate cabins, and she has a 9' by 11' cockpit.

The builders, who in addition to this stock boat offer custom built yachts up to 70' o.a., describe the 30-footer as having an "ultra sharp bow and low profile" and say that "her hull is built to cut through the water and not ride over it, insuring level riding at all speeds and maximum cruising speed in rough seas."

OUT O' GLOUCESTER ENTERPRISES, INC., Emerson Ave., Gloucester, Mass.



Bay Craft 24' cruiser from pre-assembled frames (above) and Bay City's 22' Mystic Auxiliary sloop (right)



BAY CITY PRE-ASSEMBLED FRAMES are available for a number of power boat models from a 17' outboard utility to larger cabin cruisers, and a 22' auxiliary sloop. The company factory pre-assembles completely to make sure of their exact fit, distinguishing the method from a conventional kit, and the hull can then be delivered with the frames assembled or knocked down again for low cost shipment. Pre-cut planking, decking, exterior and interior finish, fittings, equipment and engines are all available if desired. Planking can be done professionally at the factory for slightly extra labor costs. Bay Craft for 1959 come in the following: 17' outboard and inboard utilities and runabouts; 20' utility or express cruiser; 22' cabin cruiser introduced this year; 24' with alternative arrangements; 28' deluxe cabin cruiser; 30' and 34' hulls for custom finishing; 22' Mystic sailing sloop sleeping four—keel or centerboard.

BAY CITY BOATS INC., 1833 First St., Bay City, Mich.



TEMPEST, Owner, Capt. Pat Elbert

New MODELS

The Enterprise series of sports craft introduces an excitingly *new concept* of rough water comfort and fishability. Models 35 - 40 are in production as sports fishermen, cruisers, and commuters. Speeds to 46 mph with two 275 hp engines operating through reduction V-drives. Custom arrangements and equipment optional.

New SPEEDS

- "DOODLE III" RECORD since November, 1957**
- ★ Won Miami-Nassau 200-mile open-ocean race
 - ★ Took second in Bimini Blue Marlin contest
 - ★ Placed fourth in Cat Cay Tuna tournament
 - ★ Bettered 22-year-old Miami-Bimini record
 - ★ Nassau to Miami, 7 hours, 5 minutes
 - ★ Miami to Havana, 7 hours, 30 minutes

New STANDARDS



WRITE for details and your demonstration:
Sam L. Griffith, Manager

ENTERPRISE MARINE, Inc.

EXCLUSIVE DISTRIBUTOR

17091 Biscayne Blvd., Miami, Florida

DESIGNED BY BOB HOBBS AND BUILT IN MIAMI BY BREUIL BOAT COMPANY



Highlander Class
20' centerboard
sloops racing

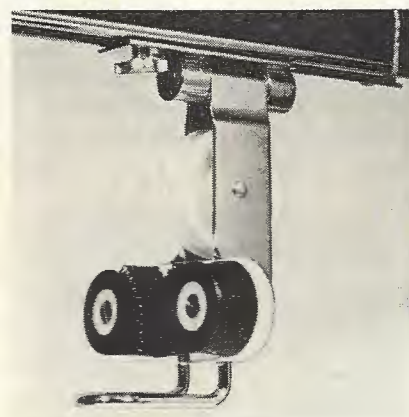


The Thistle Class
17' sloop moves
well in any kind of
air

newer (six years old) and larger version of the Thistle. She is decked, and is 20' o.a. with other basic dimensions proportionately larger.

Both boats are of molded plywood construction, 5-ply in the smaller boat and 6-ply in the Highlander. Spars are Sitka spruce, grooved, with winches and roller reefing gear. These boats are available in several stages from bare hull to finished boat, and can be purchased on the installment plan.

DOUGLASS & McLEOD, INC., Box 311, Painesville, Ohio.



Saylon nylon under-
boom mainsheet
jamming cleat

THISTLE AND HIGHLANDER SLOOPS are among the most popular and best-known planing type racing and day-sailing sloops. The Thistle, a class established a dozen years ago, is 17' o.a., 6' beam, weighing 300 lb. and carrying 175 feet of working sail, plus a spinnaker. The Highlander is a

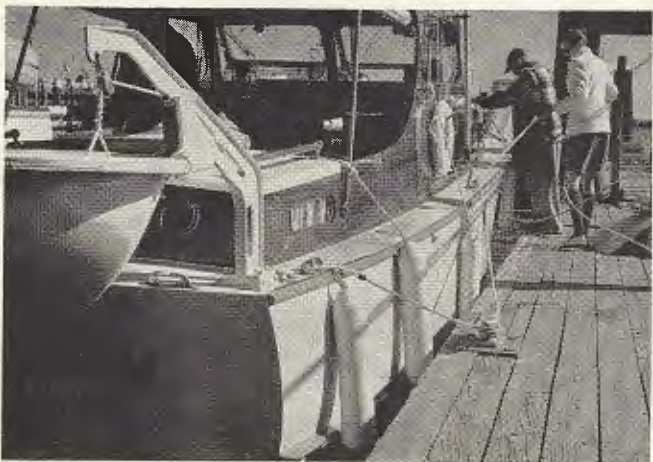
SAYLON SAILBOAT HARDWARE. Saylon all-nylon sailboat hardware, made by the manufacturers of Tufblox and Tuffittings, is claimed to be strong, lightweight, attractive and impervious to fading from sunlight. Featured in the new Saylon line is an under-boom mainsheet jamming cleat.

Highlighting the Tufblox line are a worm reefing gear, a mast jack, chrome rudder fittings and a backstay lever.

BRITISH MARINE PRODUCTS, LTD., DIV. OF BRITISH MARINE INDUSTRIES CORP., 80 Shore Rd., Port Washington, N.Y.



The BOAT SHOW in Print



B. F. Goodrich Sponge Products have a lot of uses around boats. Fenders of this material came in three length-and-diameter sizes, at from \$4 to \$9. Ice buckets of sponge rubber combine light weight, strength and excellent insulation quality. Ring buoys are made in diameters from 30" to 15", priced \$27.50 to \$9.50. And this buoyant material makes a "flutter-board" that weighs 12 oz. and supports 150 lb. in the water. B. F. GOODRICH SPONGE PRODUCTS, Div. of B. F. Goodrich Co., Shelton, Conn.



THE MOBJACK CLASS SLOOP is built by Mobjack Mfg. Co. of a new type fiberglass-plastic construction called Syn-core, in which a sandwich inner layer of material is said to give rigidity and strength with light weight. The boat is 17' o.a., 16'9" w.l., 6'6" beam, weighs 425 lb., and carries 180 ft. of working sail and a 165-ft. spinnaker on a 26'6" mast which is of aluminum, air-tight sealed for flotation. Prices are quoted at \$1595 without sails or \$1940 with one-design sails, main and jib being Dacron Drisail and spinnaker nylon.



The Mobjack Class sloop, distributed by East Coast Boats, is a roomy boat designed to be self-bailing

The boat has 1600 lb. of flotation in an air chamber, 300 lb. in Styrofoam and 60 in the hollow mast, and according to the builders she is self-bailing, having scuppers draining from the inner plywood floor of a double bottom which is above the waterline. The Mobjack is designed and built to be equally suitable for one-design racing or for family day sailing, and a fiberglass cuddy and a boom-tent for overnight cruising are obtainable to fit the hull. Other equipment, standard with the boats, includes stainless steel rigging and fittings, aluminum roller-reefing boom, reel halyard winches, kick-up type, floating rudder, and many minor refinements of gear.

EAST COAST BOATS, P.O. Box 117, Oyster Bay, N. Y.



The Bristol Dolphin, a 33', 30-m.p.h. cruiser-fisherman

NINE BRISTOL BOATS are now included in the inboard and outboard fleet of those builders. Outboards include the 14' Bluefish Jr., the 16' Bluefish, 19' Striper and 21' Bonito, the latter making up to 30 m.p.h. with twin 35-hp. outboards. Prices in the outboard line start at \$370 for an unpainted 14' hull and run up through \$1960.

The 21' Bonito is also built with inboard power up to 160 hp. for prices starting at \$3580. Next larger is the 25' cruiser Barracuda, sleeping two and making 25 m.p.h. with 100 hp. In the larger sizes Bristol builds the 33' Dolphin Cruiser-Fisherman, the 36' Sailfish Cruiser-Fisherman and the 42' Marlin Sport Fisherman. The latter, flagship of the Bristol fleet, is priced at \$27,000 before extras, has four double berths with complete and roomy accommodations, and twin Chrysler 200-hp. engines give her 24-knot cruising and 24½-knot top speeds, the builders report.

Bristol boats are all planked with plywood and the company, a division of the Allen Quimby Veneer Co., produces its own marine sheet plywood to very exacting standards.

BRISTOL BOATS, Bingham, Maine.



PERSONALIZED TO SUIT INDIVIDUAL REQUIREMENTS



954—62'6" x 52'6"
x 15'6" x 7'



948—54'6" x 36'6"
x 13'6" x 5'



942—47' x 32'6"
x 12' x 6'



925—42' x 30'
x 11'6" x 4'6"



922D—42' x 30'
x 11' x 6'



922C—42' x 30'
x 11' x 6'



934—41' x 30'
x 12' x 5'



917—33' x 24'
x 10' x 5'



949—38'6" x 27'
x 11' x 4'



936—43'6" x 41'6"
x 13'6" x 5'



947—56' x 43'
x 15' x 5'6"



945E—50' x 21'6"
x 8'6" x 4'

1958 BOATS

- Building
 - Designing
 - Delivered
- MATERIAL APPLICATION IN WOOD, STEEL AND REINFORCED PLASTIC

SAIL

**ALDEN
BOATS**

VERSATILITY IN DESIGN

POWER

JOHN G. ALDEN & CO., INC.

NAVAL ARCHITECTS — MARINE ENGINEERS

131 STATE ST., BOSTON, MASS.

11 BROADWAY, N.Y. 14, N.Y.



951—52' x 48'
x 14' x 4'



941A—60' x 56'
x 16' x 4'



956—50' x 46'
x 15' x 4'



935—54' x 50'
x 17' x 4'6"



916—50'6" x 47'
x 14' x 4'



943—91' x 86'6"
x 22'6" x 6'6"



944—73' x 68'
x 17'6" x 4'6"



941B—60' x 56'
x 16' x 4'



929—36' x 32'6"
x 12' x 4'



Newest Lyman boat is this 17' outboard runabout

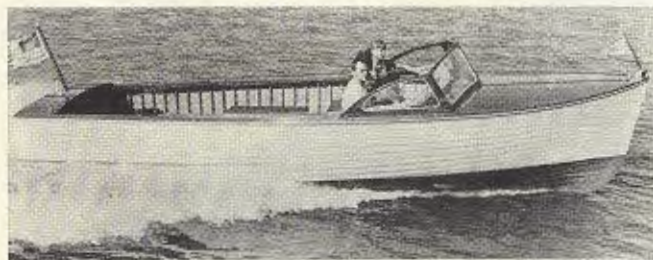
LYMAN'S NEW 17-FOOT OUTBOARD gives that company the most complete range of sizes in its history for 1959. The new lapstrake hull is 17'2" beam, 6'5" beam and 32" depth of hull, and is built to handle the biggest outboard motors currently available and be stable, seaworthy and dry-riding. Generous stowage space is provided, including provision for five six-gal. cans of fuel. The level cockpit floor accommodates deck chairs. After deck and self-bailing motor well are standard equipment and 15" or 20" transom height optional.

Five other hulls complete Lyman's outboard line. The 13' Leader is a popular craft suitable for outboard power up to 14 hp., while the 13' Outboard takes power up to 30 hp. and has a deck and midship steering wheel, while the 15-footer takes up to 40-hp. and has optional windshield and other features. In the larger sizes, besides the new 17-footer, Lyman offers the 16½' and 18' Outboards, each with a choice of open or decked layouts and of various accessories among which is a 25-gal. gas tank for the 18-footer.

Lyman also offers three inboard-powered runabouts, all of its familiar clinker construction using plywood planking strakes. Long familiar is the 18' Islander, moderately priced, seating eight comfortably, with good stowage space, and using inboard power up to 60 hp. The 19-footer, a development of the Islander, offers added space and handles easily with 60 or 125 hp.

Largest of the Lyman inboards is the 23' runabout, which with optional engines from 109 to 165 hp. makes up to 35 m.p.h. A roomy runabout, the 23-footer can be modified to have two bunks under the foredeck, and a toilet can be installed under the deck in either the 23 or 19-footers. All Lyman boats are lapstrake planked with ⅝" five-ply, marine plywood, with rubberized seam cement and silicon bronze fastenings.

LYMAN BOAT WORKS, INC., 1624 First St., Sandusky, Ohio.



Lyman's largest is this 23' inboard runabout

NINE CRUSADER ENGINE MODELS. Crusader Marine's 1959 series of V-8 marine engines includes nine models covering the range from 140 to 300 hp. All horsepower ratings are claimed by the supplier to be certified plus or minus five percent of net shaft horsepower "as installed."

The Warner hydraulic "Velvet Drive" transmission is



Crusader Mark V is rated at 170 hp.

passages and each has chain drive dual Jabsco water pump integral with the engine.

In accordance with N.F.P.A. regulations, all electrical equipment is mounted high above the center line of the crankshaft. Crusader's exclusive water cooled generator produces a charge at 600 r.p.m.

Low profile fuel injection models utilize Simmonds Timed fuel injection pumps and are capable of producing 300 shaft hp. They are available on special order.

Provision of optional compression ratios permits the boat owner to purchase an engine to suit the particular fuel available to him.

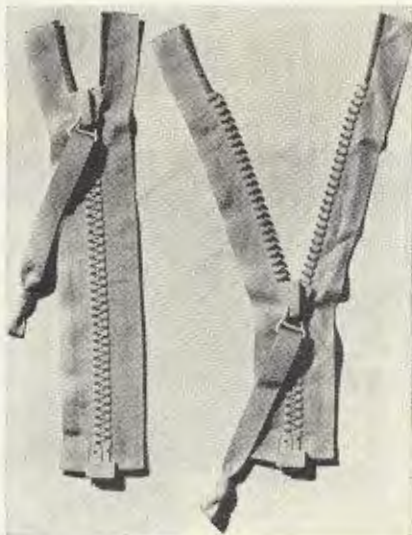
CRUSADER MARINE, 25140 Easy St., Roseville, Mich.



The Guest Weathercaster helps the yachtsman forecast the local weather

The compact Guest Vaillant Tankless Water Heater (right) is one of many useful products from this firm, which also markets a transistorized power megaphone, Weathercaster, Navicron Mark II radio for picking up time ticks, Fogmaster freon horns, rust inhibitor, stove fuel, bilge cleaner and metal polish. The Vaillant heater is gas operated and can be had in three capacities from \$97.50 to \$155. The smallest is 19'7" X 9" X 8" and weighs 14 lbs. GUEST PRODUCTS CORP., 35-04 30th St., Long Island City 6, N.Y.





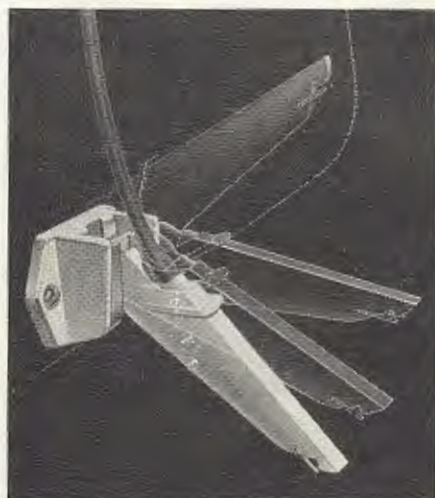
The Bainbridge Nylon-Zip Slide Fastener, marketed by Howe & Bainbridge

HOWE AND BAINBRIDGE, known to generations of yachtsmen as marketers of high grade sailcloth, originally cotton duck now the popular synthetics, offer a new product this year. This is the Bainbridge Nylon-Zip Slide Fastener. It is designed for use on sails, sailbags, sail covers, boat, engine and cockpit covers and seagoing clothing. Advantages claimed for the Nylon-Zip by the Bainbridge concern include freedom from corrosion, great tensile strength and resiliency, self-lubrication, and ability to stand up and work in spite of sand and dirt.

HOWE & BAINBRIDGE, INC., 220 Commercial St., Boston 13, Mass.



Aqua Meter dials are available in different styles



The new Aqua Meter pickup unit pivots freely to avoid damage if it strikes an underwater object

AQUA METER SPEEDOMETERS. A feature of the 1959 Aqua Meter speedometer is the new impact tube which "rides with the punch" when it strikes driftwood, etc., and also sheds weeds which would otherwise disrupt speedometer recording. On striking anything the underwater unit pivots up and back, springing back into position when past the obstruction. Two wire guides prevent weeds from piling up on the tube's orifice. The new pick-up unit will also release forward, avoiding damage if backed into any object,

and may be swung up out of harm's way for beaching and trailing.

A new transom bracket of Nylon may be used to secure the unit to metal hulls with no danger of electrolysis.

Aqua Meter's new models have 3" black and white dials with red needles. The Outboarder series comes with surface mount, flush mount or deck mount, each available in speed ranges of 35, 45 and 55 m.p.h. Two-tone blue dials are also available.

AQUA METER INSTRUMENT CORP., KETCHAM & McDOUGALL, INC., 465 Eagle Rock Ave., Roseland, N.J.

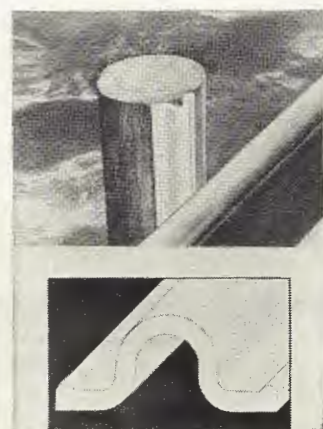


Duratech's Sweet Seventeen, a new aluminum outboard hull

DURATECH OUTBOARD BOATS for 1959 include a line of 10 fiberglass reinforced plastic hulls in addition to the more familiar Duratech aluminum boats, up to 19' long. The 14 aluminum models have been redesigned—the utility and fishing models for lower pricing, the 14' and 16' runabouts for higher styling. The 19' aluminum hull is redesigned for flexibility by "accessorizing" from an open sport fisherman complete at \$1439 to a family cruiser sleeping four. A new Duratech model, the "Sweet Seventeen," offers similar flexibility in the shorter length, from \$1199.

A new design feature of Duratech boats is the "Thrustmaster" transom. Retained is Duradeck, a vinyl plastic bonded by heat and pressure to aluminum decking. Special movable seating arrangements are possible in the 16, 17 and 19-footers through the use of small independent chairs.

DURATECH MFG. CORP., Route 202, Peekskill, N.Y.



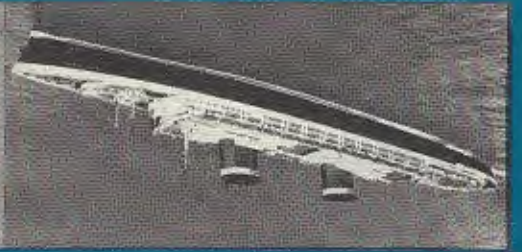
Chafe-Gard and Dock-Gard are rubber products of a hundred and one applications afloat. Chafe-Gard (left), which has interlocking lips, comes in 14" to 48" straight lengths and pre-formed loops 5" to 12" diameter, for rope 1/4" to 1 1/4" diameter. It can be slipped over mooring lines, stays, docklines and other ropes, or snapped onto a boat's rail or gunwale. Dock-Gard, supplied in two sizes of the shape shown (right), fits flat or curved surfaces and is attached to piles, piers, floats and other places to protect moored boats against chafe. SALISBURY RUBBER PRODUCTS (Marine Div.), 401 N. Morgan St., Chicago 22, Ill.

SPERRY

NOW
YOU CAN
HAVE



New, low-cost navigating aids for pleasure craft...work boats...
fishing boats...backed by nearly a half-century of Sperry's
experience in serving the great naval and commercial fleets of the world.
Get proved reliability like this:



Sperry Leadership in Radar is indicated by a customer list that reads like "Who's Who of the Shipping World" and includes among hundreds of ships the S.S. United States, shown here.

Sperry Leadership in Loran began during World War II when accurate position was a matter of life and death. Aboard liners and cargo vessels and on the giant world-traveling tankers like the Esso Gettysburg, it's Sperry Loran.

Sperry Leadership in Automatic Steering is known by the thousands of installations on world's merchant ships and by latest feat of helping to guide the Nautilus on her history-making dash under the North Pole.



This new Sperry radar is first and foremost a precision instrument—designed to give you clear, clean, easy-to-read pictures. Provides five range scales—1, 2, 4, 8 and 20 miles—has a minimum range of 25 yards—can be used with any ship's power. It is sturdy and reliable to take the daily punishment of work boat use, yet styled to be at home aboard the most luxurious pleasure boats.



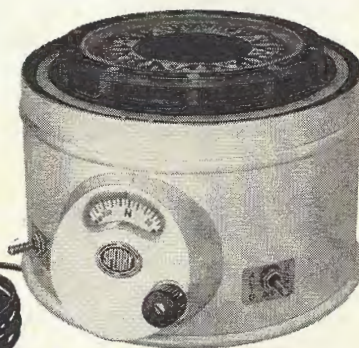
NEW! SPERRY LORAN

No matter what the weather—day or night—you can get an accurate fix in a minute or two with Sperry Loran. Remarkably simple to operate. As a pleasure boat owner you can pinpoint your course, make better time. As a work boat owner, you'll get where you want to go sooner and with savings in fuel. As a fishing boat owner you can return to your favorite grounds with precision every time.



NEW! SPERRY AUTOMATIC PILOT

You'll get accurate straight-line steering with this Automatic Pilot which features an easy-to-read, 6-inch compass and convenient course selector. Just set your course and relax. With a remote controller you can steer from any location on the boat. You can rely on Sperry automatic steering just as liner captains have done for nearly forty years.



At the Boat Shows you'll be able to inspect these new Sperry navigating aids. You can also get more information by wiring or writing our national sales agent, Triton Marine Products, 159 Great Neck Road, Great Neck, New York. *And remember, this is only the beginning.*

More Good News for Boat Owners! Still under wraps in the modern Sperry Piedmont

plant in Charlottesville, Virginia, are *additional* types of marine equipment designed to provide greater safety and greater economy of boat operation. Like the Sperry equipment on these pages, they will provide time-tested Sperry reliability—but will be priced within reach of pleasure and work boat owners. Before you buy any new navigating equipment, keep this in mind—*now* you can have SPERRY!

SPERRY



Load King's Level-Loader feature facilitates launching

THE LOAD KING LEVEL LOADER is an addition to the line of Load King Eazyload Trailers. The Level Loader consists of a double-action pump on a hydraulic cylinder operating a lever which retracts and raises the wheel assemblies. This lowers the trailer frame so that the boat may be launched or loaded at an angle parallel to the water. It is said to take only 45 seconds for the average person to raise the trailer for highway travel.

The Level Loader is one of several new Load King Models, the manufacturer reports, and old models that have proved popular will be continued, with refinements, for 1959.

E. L. CALDWELL AND SONS, Box 2050, Corpus Christi, Tex.



Glasspar's Lido is a racy all-purpose 14' outboard runabout

THE GLASSPAR BOAT CO., reports that its 15' Trident is that 1959 champion of the large and versatile Glasspar fleet. Of all-fiberglass plastic construction like all the Glasspar boats, the Trident is a hard-chine craft designed to act well in rough water, to have comfortable room for the whole family, and to be light and small enough for easy trailering and launching. In Standard and DeLux models, it sells at \$895 to \$1195. The 16' Avalon and 14' Lido are also among the most popular of the Glasspar open boats, which feature high, hard chine design and a wide notice of color schemes.

Another popular new Glasspar boat is the Seafair, a 17-footer described by Glasspar as a cabin cruiser embodying the newest advances in hull and interior design. The hull design is a result of months of research and testing and



In the cruiser line Glasspar offers the 19' Mariner

embodies a step chine said to be exceptionally effective in keeping spray out of the boat. She makes 30 m.p.h. with the larger outboard motors, has two upholstered bunks forward, new safety glass, a toerail on deck and a swivel chair for the helmsman. Other cruising equipment is optional. The above are only a few of the many outboard boats in the Glasspar 1959 fleet.

GLASSPAR BOAT CO., 19101 Newport Ave., Santa Ana, Cal.



Two planing sailboats offered by Siddons and Sindle and the Jet 14 (left) and the 19'10" Flying Dutchman (right)

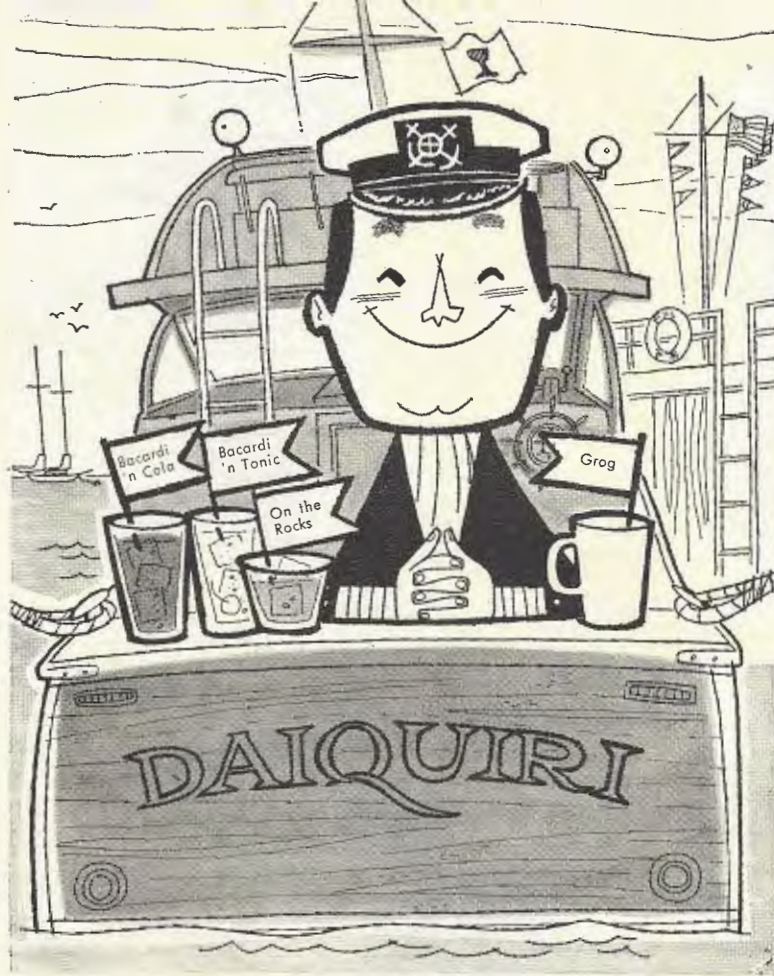
SIDDONS & SINDLE specialize in supplying sailboats of two of the popular planing classes, the Jet 14 and the Flying Dutchman. The Jet 14s, which now number some 400 boats in this country, are a development of the famous International 14' racing dinghies, with a deck added and with a standard Snipe Class sloop rig of 113 sq. ft. substituted for the bigger 14-footer racing sail spread. The boats have proved equally suitable for junior training and for junior and adult racing. The 1958 Jet 14 junior class championship attracted 39 entries from five states. The 14' Jet hulls are of molded plywood construction, and prices range from \$260 for a finish-it-yourself bare shell to \$795 for a boat complete except for sails.

The Flying Dutchman, which will be one of the official classes of the next Olympic games, is 19'10" o.a., 5'7" beam, carries a 116 ft. mainsail, 84 ft. genoa jib and 200-ft. spinnaker and is a very fast and sporty boat. Siddons & Sindle import a fiberglass-molded version of this class from Holland, at a price of \$1750, complete except for sails. Sails run from \$300 to \$450.

SIDDONS & SINDLE, 31 Sindle Ave., Little Falls, N.J.



Additions to the familiar line of Sparton Marine Horns and other safety equipment are the low-cost Sparton Ensign electric horn, operating on 6 or 12-v. current and designed expressly for outboard and small inboard boats; and the new Sparton Bo'sun light, said to throw a good spread of light 1000 feet, and to be easily installed and adjusted. *SPARTON CORP., Jackson, Mich.*



Yachtsmen- be drink experts!

Naturally, as self-respecting sailors you always carry rum aboard. Be expert sailors—make it Bacardi, the sailor's rum! (And, coincidentally, America's favorite brand—by far.)

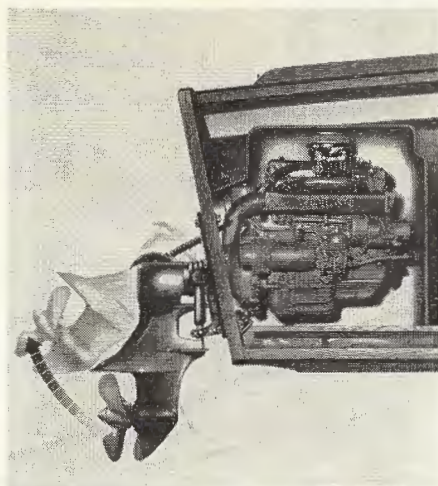
The Bacardi back label tells you how

Incomparable Bacardi in the bottle—famous recipes right on the back label. Easy to make, easy to take!

Be a 100% expert—send 10¢ for two food and drink booklets with more than 50 expert recipes.



© Bacardi Imports, Inc., Dept. Y59, 595 Madison Ave., N.Y., Rum, 80 proof.



Volvo Aquamatic needs no engine bed, stuffing box or shaft

INBOARD-OUTBOARD UNIT BY VOLVO. For use on either salt or fresh water, the new Volvo Aquamatic power package is said to provide the economy, convenience and safety of an inboard marine engine with the speed and pep of a large outboard. It consists of a lightweight Swedish 4-cycle engine developing 80 hp. at 4500 r.p.m. mounted inside the transom and coupled to a tiltable drive outside the transom, with integral reverse and reduction gears.

Features include a transom mounting that fits existing outboard hulls with no need of special engine bed, stringers, stuffing box or shaft; low fuel cost; outboard tilt protection; full height transom; quiet; smoothness; elimination of fuel-oil mix characteristic of 2-cycle motors; more room inside the hull and improved streamlining of the boat.

It is claimed that the simplicity of the self-aligning installation makes it possible for any boatman handy with a few tools to do his own transom mounting. Any type of

standard steering device may be used.

The Aquamatic has full forward, neutral, reverse gear shift and a reduction gear ratio of 1.6/1. The entire unit is said to be built for salt water use with stainless steel and nylon used where applicable for added corrosion resistance.

VOLVO MARINE ENGINE DIV., Gothenburg, S.W., Sweden



Non-skid Kleets are made with leather or nylon uppers

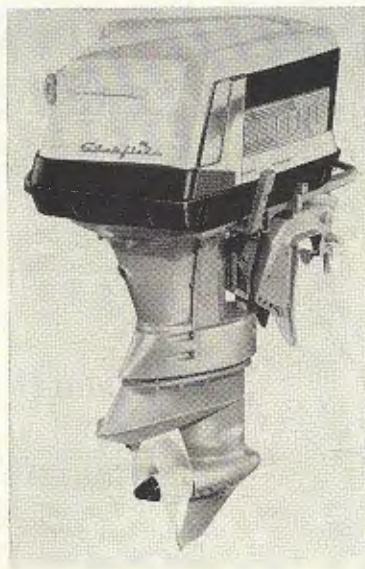
KLEETS SHIP-AND-SHORE SHOES are designed and made to be equally practical afloat or in shore sports and walking. Their DecKork soles have the non-skid quality that is needed for safety on rolling and often-wet decks, but unlike some other skid-proof soles they are designed not to pick up dirt and pebbles when worn ashore—a quality greatly appreciated by yachtsmen who like to keep their decks looking well.

Kleets come in gray or brown elk-tanned leather uppers or in a choice of colored nylon sailcloth, at \$9.95 and \$6.95 respectively, are nylon-stitched, and have an arch-support feature. As an added virtue in footgear that is used on boats where accidents will happen, Kleets float.

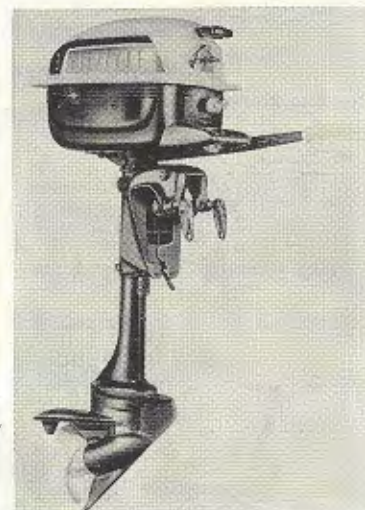
CAMBRIDGE RUBBER CO., 748 Main St., Cambridge, Mass.



Four-cylinder, 50-hp.
90-degree "V" Evin-
rude

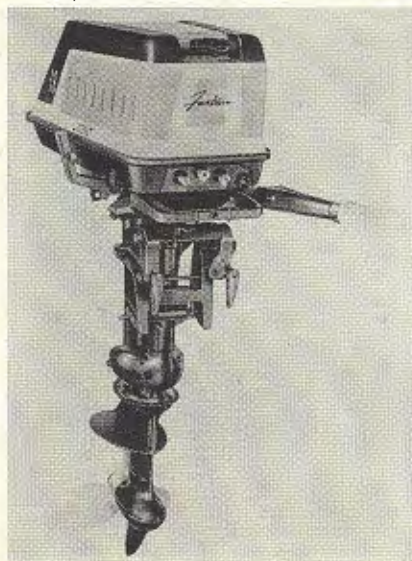


Evinrude 3-hp. Lightwin
with weed-cutting lower
unit



NINE EVINRUDES FOR 1959. The new line of Evinrude outboard motors ranges from three to 50 hp. A thermostatically-controlled cooling system, similar to that pioneered in larger Evinrudes last year, has been introduced into models from 5.5 to 18 hp. Use of the thermostat is said to promote fuel economy, longer spark plug life and better lubrication, as well as eliminating adjustment of carburetion due to changing climatic conditions.

Evinrude's line further incorporates the principle of "bottling" sound by floating the powerhead on rubber mountings, rubber sealing the covers and sealing the exhaust tube and powerhead in a silencing nacelle. All motors are equipped with magneto ignition systems to eliminate the possibility of stalling in the event of battery failure and all have rubber slip clutches, doing away with the use of shear pins.

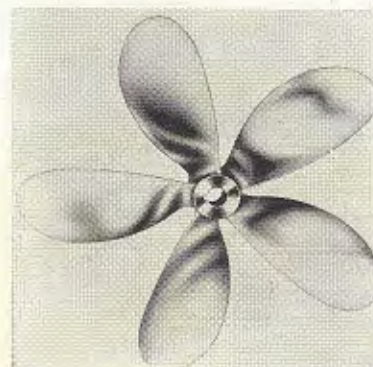


Fastwin is an 18-
hp. Evinrude with
thermostatic control

pression relief for ease in starting.

The 18-hp. Fastwin is available with an electric-starting kit. Other models are the 10-hp. Sportwin, 5.5-hp. Fisherman and a pair of 3-hp. motors, the Lightwin and Ducktwin, both with weedless lower units.

EVINRUDE MOTORS, 4143 N. 27th St., Milwaukee 16, Wis.



Columbian Pentadyne
propellers for boats
from 20 to 60 ft.

NEW COLUMBIAN PROPELLERS. Twenty-three new propellers designed for specific uses have been added to the Columbian Bronze line for 1959 outboards and for newest model boats. Additions include 13 new aluminum and bronze models for the 10, 35 and 50-hp. Johnson and Evinrude motors and 10 new ones for 40 and 60-hp. Scotts. One new propeller has been engineered for 50-hp. Johnsons and Evinrudes for use on large boats, cruisers and houseboats. A similar wheel is offered for the 60-hp. Scott.

The new line of five-blade Pentadyne propellers includes diameters from 18 through 28 in. in normal pitch ratios, for right or left hand rotation. These are recommended for the reduction of vibration.

A new Columbian catalog contains a selector chart for outboard propellers and a questionnaire to assist boatmen with free advice on special propulsion problems.


COLUMBIAN BRONZE CORP., 216 N. Main St., Freeport, N.Y.

For greater durability, larger 1959 Evinrudes have form-fitted fiberglass covers which snap lock into a rubber-sealed position and can be easily removed.

Largest of the new line are two 50-hp. four-cylinder models: the Starflite, equipped with a new high-torque starting motor and newly designed three-blade propeller, and the Four-Fifty, a rope starting version of the Starflite.

Twins are headed by the 35-hp. Lark which has all the engineering features of the Starflite. A completely refined 35-hp. Big Twin combines the economy of rope starting with all the major features of the deluxe models, including





because it has more bronze...


More bronze gives *greater strength*.
So that's how we build every Colum-
bian propeller, with more bronze in
the key stress areas.

More bronze means your Columbian
propeller keeps its precision shape
longer. Pitch stays right. The accu-
racy we design in — *stays in*.

In short, *more bronze means better
design*. Columbian Bronze has
learned this from sixty years of pro-
peller building. Ask your Colum-
bian dealer about the *right* propeller
for *your* boat; or write us.

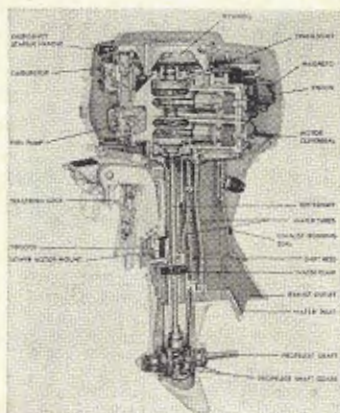
Columbian

BRONZE

COLUMBIAN  BRONZE CORPORATION • FREEPORT, L. I., N. Y.



The BOAT SHOW in Print



Cutaway view of
Johnson 4-cylinder
V-50

JOHNSONS HAVE FIBERGLASS SHROUDS. All 1959 Johnsons except the smallest will have shrouds molded from tough, light, non-corroding fiberglass.

Largest in the line, the V-50, will have a propeller with 12½-in. diameter and 14-in. pitch, designed to give most boats several m.p.h. more speed than the former 13-in. by 13-in. screw.

Premium automotive paint, in white, covers both the powerhead and lower unit of all eight 1959 Johnsons from the 50-hp. to the "three." The white finish is trimmed in gold or chrome with accents of gray and red.

A water system thermostat-regulator, introduced last year on the V-50 and Super 35 models, has been added to the 18, 10, and 5½-hp. motors in the 1959 line.

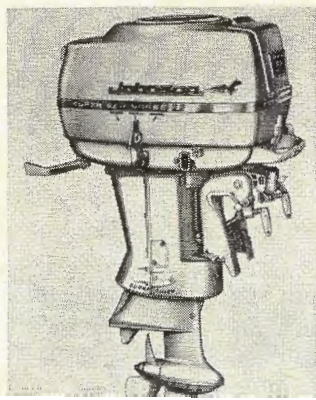
Also pioneered on the 1958 "50" and deluxe 35 Sea Horses was a super quiet drive system which saw the power unit of the engine, including the exhaust pipe, mounted flexibly within the sealed hood which extends to the water. Continued on the same models for the coming year, the same system will be extended to the manual starting "35."

Soft rubber mounts which isolate the engine from the hood to prevent noise transmittal, will be used on the new 18- and 10-hp. Sea Horses. Their covers are completely sealed, also. The sealed cover feature has been adopted for the 5½-hp. Johnson to further quiet that model.

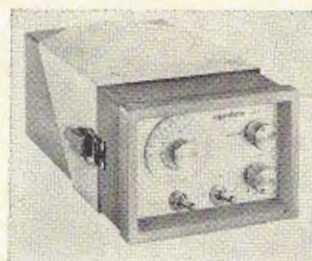
The eight Johnson models available for 1959 are: Super Sea Horse 50, Sea Horse 50, the Super 35, the 35, the 18, 10, 5½ and the three horsepower. A kit to equip the manual-starting 18 for electric-starting will be sold as an accessory.

The Sea Horse 3 has a 4.88-pint integral fuel tank. A 4½-gal. separate tank is used with the 5½-hp. model and separate 6-gallon tanks with all others. Forward-neutral-reverse gear shift is standard on all models except the smallest which incorporates full-pivot reverse. Manual controls are used on the "three"; all other sizes may be controlled manually or remotely. Fifteen-inch shafts are standard on 1959 Johnsons but 20-in. shafts are available for all sizes.

JOHNSON MOTORS, Waukegan, Ill.



Electric - starting,
two-cylinder Super
35 Johnson



For monitoring radiotelephone frequencies or for broadcast listening is the small-boat SM-5 Receiver (left). Apelco's AE-17M Radiotelephone (right) is engineered for use on small craft

APELCO COMPLETELY REDESIGNS LINE. A redesigned line of marine radiotelephones, a depth sounder and an automatic pilot have been announced by Applied Electronics Co. Apelco also offers two entirely new transistorized radiotelephones to the outboard and small-boat market. Model AE-17M is a 3-channel, 20-watt model priced at \$249.50, and AE-25M is a 5-channel, 30-watt set at \$295.00. Both are furnished with exclusive Flexi-dyne whip antenna, antenna mount, and crystals. Special clamp mounting permits easy removal from open boats for storage ashore.

Also outboard equipment is the SM-5 "Sea Scamp" two-band receiver, which can be used to monitor the radiotelephone frequencies and for pleasure listening.

In the higher-powered radiotelephones, Apelco offers the AE-32AM, 42-watt unit; the AE-56AM 65-watt, 6-channel set; the AE-101M, 100-watt, 6-channel; the AE-176M, 150-watt model; and a 10-channel, 240-watt phone.

The MS-11 depth sounder marks Apelco's entry into that field. The MS-11 is a 100-foot sounder, and the manufacturer claims such features as readability to one foot and insured contact reliability.

Rounding out the line of electronic equipment by this firm are the Ap-12 automatic pilot, designed for both "hunting" and "non-hunting" operation, priced at \$650.00, and the DFR-12 direction finder for approximately \$400.00.

APPLIED ELECTRONICS CO., INC., 213 E. Grand Ave., South San Francisco, Calif.

ELECTRICAL EQUIPMENT BY COLE-HERSEE. The following items are included in the 1959 line of Cole-Hersee electrical equipment.

A new, all brass, key operated magneto electric starting switch for a majority of six and 12-volt outboards has "off," "on" and momentary "start" positions.

Terminal and fuse blocks in standard or custom designs are available in high dielectric insulating materials. A variety of plated and non-plated terminals, links and rivets are made in various metals.

An all-brass, heavy-duty, weatherproof push button starter switch features a rubber cap which encloses the button sealing out dust and moisture. With silver-inlaid contacts, it is designed for 24, 12 or 6 volt systems.

A new line of all metal intermittent duty starter solenoids for six or 12-volt circuits is offered with grounded or insulated operating coils.

"All metal" plasticized and completely waterproof starter solenoids for six or 12-volt applications, are designed to withstand great abuse, shock and vibration.

COLE-HERSEE CO., 20 Old Colony Ave., Boston, Mass.

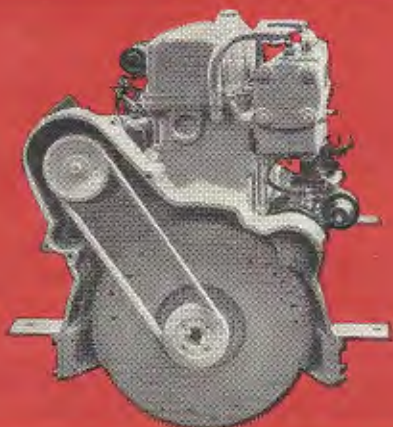
YALE ENGINEERING CO. products with marine applications include Touch'n'Chrome, a chrome cleaner and preservative; Engine Overhaul Liquid, said to improve gasoline engine performance, and Muffler Cement for plugging exhaust line leaks.

YALE ENGINEERING CO. 900 N. Franklin St. Chicago

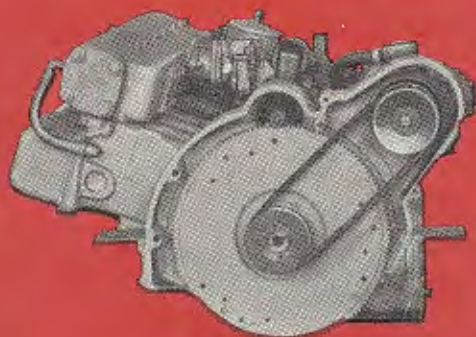
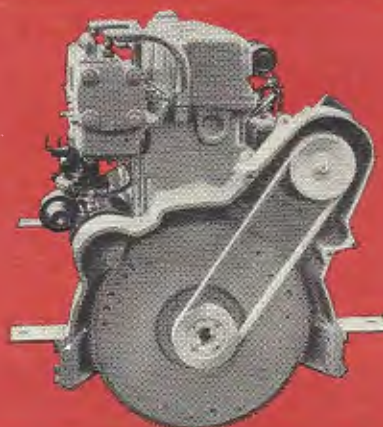


TRUE PAIRS

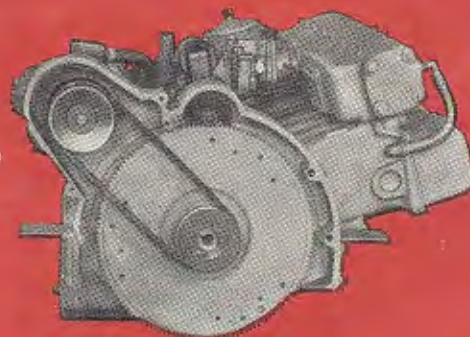
120 H.P. and 135 H.P. at 3400 R.P.M.



STANDARD
MODELS



INCLINED
MODELS



Now both Palmer standard Models I.H. 240 and I.H. 264 and the inclined Spacemaker types are available in opposite rotation for twin screw installation. Palmer opposite rotation is *very different*. It gives the boatman port and starboard engines with the same standard internal parts,—a true pair! All accessories are mounted symmetrically for ease of installation and service.

Other PALMER MARINE ENGINES range from 7 to 250 h.p. There is a Palmer best for every size and type of boat.

Send for the folder
"PALMER ENGINES for 1959."
No Obligation.



THE PALMER ENGINE CO., 591 Factory Road, Cos Cob, Conn., U.S.A.



Flying Scott is a 60-hp., 3-cylinder model

SCOTT OUTBOARDS RESTYLED. New styling, improved performance, and engineering advances are features of the new Scott outboard motors offered by the Marine Products Div. of the McCulloch Corp. (formerly Scott-Atwater Mfg. Co.). Eight models, ranging from 3.6 to 60 hp. make up the 1959 Scott line.

All models except the smallest incorporate the exclusive Scott Bail-a-Matic power bailer which operates independently of the motor's cooling system and removes up to 300 gallons per hour.

These models also have rubber cushion mounts to insulate the boat against motor vibration, and exhaust and air-intake baffles for quieter operation. Long shaft lower units are available for all except the 3.6-hp. motor.

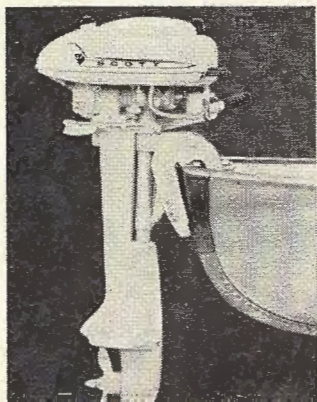
The snap-off hoods on most Scott models are molded in one piece of tough, wear and corrosion resistant fiberglass that aids in suppressing motor noise. These interchangeable hoods are distinctively styled and are offered in a choice of six colors to match or complement the colors of the boat. Other features that simplify the operation of the motors are full forward, neutral, reverse gear shifts, separate large-capacity fuel tanks and built-in connections for remote controls.

The 25-, 40- and 60-hp. models start electrically at the turn of a key in the dash panel. Generators are standard equipment on all electric-starting Scotts.

The Scott line for 1959 is headed by the 60-hp. Flying Scott and includes the 40-hp. Royal Scott, manual and electric-starting 40-hp. and 25-hp. models, and smaller motors rated at 10, 7½, 5 and 3.6 hp.

A new Scott single lever remote shift and throttle control is available as an accessory for use with all models in the line except the 3.6-hp. One lever, instead of the conventional two, shifts from neutral to forward or reverse, increasing the speed as the lever is advanced. This device, it is claimed, greatly simplifies maneuvering, especially in close places.

McCULLOCH CORP., MARINE PRODUCTS DIV., 2901 East Hennepin Ave., Minneapolis 13, Minn.



3.6-hp. Scott weighs 36 lb.



The Matthews 42 Double Cabin Cruiser sports a new silhouette

MATTHEWS' FIVE 42-FOOTERS fulfill the requirements of a large number of yachtsmen. The Matthews Co., one of the five companies still in business that exhibited at the first National Motor Boat Show in 1905, adheres to its policy of producing one size of boat—its 42' o.a. round bottom stock hull, with a wide choice of interior arrangements and with yearly refinements and slight changes. The beam of all Matthews cruisers is now 13', a narrower model having been discontinued, and the draft 3'4".

Matthews reports that the most popular of their five models is the 42 Convertible Sedan, in which the bulkhead between the deckhouse and after cockpit folds away, opening up a flush area 20' long. This model sleeps six, with two separate toilets, and like other Matthews models offers a choice of six different interior cabin plans.

The Flying Bridge Double Cabin is a seven-year favorite Matthews, with a new profile this year. She has wide side decks and a choice of either a deep cockpit or a semi-flush deck aft, and the owner's stateroom has two new windows that open up aft. She sleeps six.

The DeLux Sedan has a fixed bulkhead between cockpit and deckhouse, and a large seat in the cockpit under the canopy. She also sleeps six, and is often equipped with a flying bridge.

The 42 Sport Fisherman, with accommodations for five, has the coamings aft cut away flush with the decks, to avoid snagging fishing gear. Available fishing features include fish and bait boxes, fishing chairs, rod holders, outriggers, dual controls, etc. The fifth model, the Martinique Express, is a sporty craft sleeping four or five, with a very large after cockpit and, optionally, a removable or hard top.

All Matthews are available with single or twin screwpower, gasoline or diesel engines for speeds up to 27 m.p.h., and such optional features as hot-water showers.

THE MATTHEWS CO., Port Clinton, Ohio.



Most popular Matthews Cruiser is the 42 Convertible Sedan

MARINE HEATING PLANTS available from York Marine Ltd., New York, N. Y., include seven models, hot air and hot water, with outputs from 12,000 BTU/HR to 72,000, and the yachtsman can pick the model from units tailored to boats from 30 to 100 feet. A dealer system has been established and world-wide service is available, according to the manufacturers. York also supplies flexible aluminum ducting for use with forced air heaters, and convectors for the hot water systems. Prices start at \$298.00.



For the entire family... TIKI CATAMARAN

Today a fast, fast sailboat; tomorrow an out-board for water-skiing, fishing, or cruising. Convertible to winter iceboating. Non-sinkable, stable—perfect for children! Carries 5 adults, yet only 12 feet long.

► TIKI, complete with sails	\$945
► TIKI, power, less motor	795
► TIKI kit, complete with sails	565
► TIKI kit, power, less motor	395

F.O.B. Kansas City

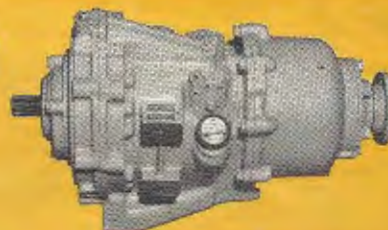
Early delivery • Send for brochure • Dealer inquiries invited



**CATAMARAN CORPORATION
OF AMERICA**

► 928 Grand Ave.
Kansas City 6, Mo.
Headquarters for design
and manufacture of all types of catamarans

VELVET DRIVE — More Boating Fun for the Whole Family.



Rugged enough for the "captain" of the family, yet easy for the "first mate" to operate. Quieter, smoother performing, faster shifting — an entirely new thrill in boating. You enjoy hydraulic controls in your car and plane; insist on "Velvet Drive" hydraulic marine transmission for your boat, whether you are buying a new one or repowering your present one.

Direct Drive and Reduction Gears available for gasoline engines up to 500 cubic inches.

Write for free literature.



WARNER GEAR

DIVISION OF
BORG-WARNER
CORPORATION
Muncie, Indiana



"Constavolt" converter is usually mounted in the engine compartment, out of the way, and is designed to be safe for unattended use in gasoline-powered boats

LA MARCHE'S 70 CONSTAVOLT CONVERTERS. A complete line of marine converters made by the La Marche Co. is comprised of over 70 different types, including 37 dual voltage models designed for boats which have different voltages for accessories and engine starting. "Constavolt" converters are available for battery systems of 6, 12, 24, 30, 32, and 115 volts, with capacities from 10-amps to as high as 60-amps.

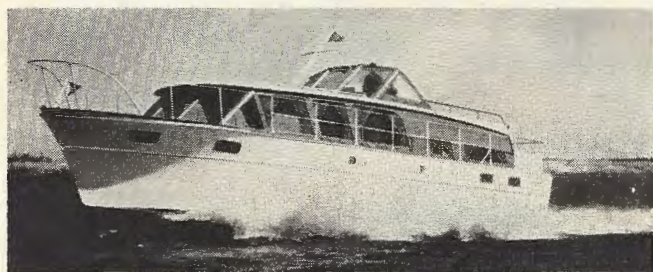
Design features of "Constavolts" include regulation of direct current power output by automatic circuits, which insures that batteries are kept at full charge at the same time that loads from fixtures may be applied; shut-down to a very low trickle charge on unloaded full-charged batteries by automatic control; and complete isolation of the d.c. output circuits from the a.c. input circuit, which is said to eliminate all danger of electrolytic action and high-voltage shock.

MARK II SILHOUETTE, introduced last year from England as a standard model cruising sailboat without engine or running lights for a reasonable \$1987, is now available for 1959 in a deluxe auxiliary model with air-cooled Vincent engine, a 5-hp. inboard. The 17'8" sloop, sleeping two, sells for "under \$3000" duty paid and can be had in a fin keel version or in the bilge-keel design often used in Europe, a feature that is popular for shoal water sailing, easy beaching and trailing. Imported by Silhouette (formerly Ferrier) Marine, the boat is 17'8" x 6'7" x 2'8" (fin keel) or 1'8" (bilge keel), 12'6" on the waterline, displaces 1,100 pounds and has 120 square feet of sail. The mast is stepped in a tabernacle and other features include roller-reefing, portable chemical toilet box, Egyptian cotton sails and plywood planking. Robert Tucker is the designer.

SILHOUETTE MARINE, LTD., 150 Spring St., New York 12, N.Y.

Imported British
Silhouette now has
inboard auxiliary





This eight-berth 40-footer is Colonial's first double-cabin cruiser in many years. Diesel power is optional

THE COLONIAL 1959 FLEET embraces 11 models running from a 24' Utility to a luxury custom-built 53' diesel or gasoline yacht. The Colonials are built with what they term a "Roun-Vee" hull, and except in the 24-footers, twin engines, reduction drive and hydraulic clutches are standard.

The 24' Utility has a big open cockpit for fishing, toilet, and room for two berths forward, optional folding top and a Gray 170-hp. engine, while its companion 24' Express has headroom in a trunk cabin and sleeps four. Three 34' models are the four-berth Express, six-berth Sedan and Gulf Stream, a sport fisherman which sleeps two in the standard version. Twin engines, 109 to 225 hp., power the 34-footers.

Two 38' models are the Express and Sedan, sleeping four to eight in a choice of layouts, and there is also a 39' Custom Sport Cruiser of fisherman type.

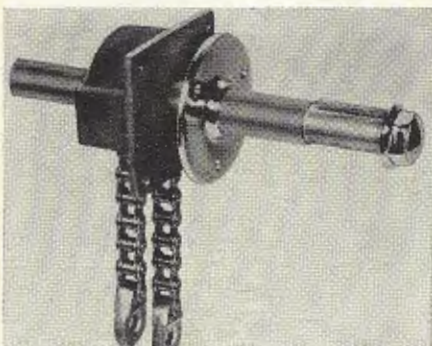
The first double-cabin Colonial in some years is a 40-footer which sleeps eight in three compartments, with space and equipment for luxurious living afloat. Sportiest of all the 1959 Colonials, their builders say, is the 41 Custom Sport Cruiser, a raised-deck sport fisherman that sleeps six and has dual controls, reduced cockpit freeboard, tall mast and other fishing equipment.

COLONIAL BOAT WORKS, Inc., Box 309, Millville, N.J.



The Colonial Gulf Stream Sport Cruiser is a 34' fisherman with two berths and a head forward, optional galley and dinette-double berth in the deckhouse, and up to 450 hp.

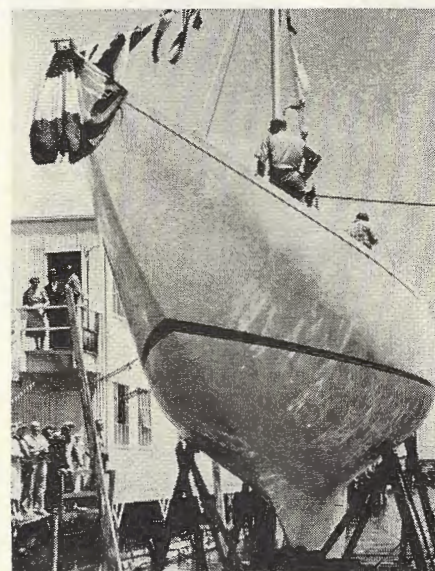
EDSON BULKHEAD SPROCKET STEERERS are a new line in Edson's comprehensive list of steering gear for power and sailing craft. The 1959 line have fully machined sprockets for smooth, silent steering and minimum chain wear, and are said to result in a 30% to 100% increase in steering power



The new Edson Bulkhead Sprocket Steerer has chain guards to prevent jumping, and a 4" shaft extension for two-station or auto-pilot steering

over conventional bulkhead steerers, permitting the installation of smaller quadrants. They are available in two models and five sizes for boats 15' to 75' long. All are of non-magnetic construction with lubricated-for-life bronze bearings. The heavy duty models have oversize mounting plates to distribute steering strain over large areas, chain guards to prevent the chain jumping, and 4" shaft extensions for two-station steering or auto-pilot attachment.

THE EDSON CORP., 334 So. Water St., New Bedford, Mass.



From keel to rail, the 12-Meter sloop "Columbia" was finished with Gloucester Sea Jacket Epoxy Enamels for her successful America's Cup campaign last summer

GLOUCESTER SEA JACKET EPOXY ENAMELS got a thorough and successful trial last summer on the America's Cup defender *Columbia*, according to its maker, Tarr & Wonson. While this new product is more expensive than regular enamels, they say, its characteristics make it worth the price. For instance:

Great adhesion to wood, fiberglass, or metal.

A film build-up giving a depth of color unobtainable with conventional enamels, giving especially fine natural wood finishes in clear varnish.

Extremely high gloss surface during the entire life of the film, needing only wiping with a soft cloth to restore the gloss when it appears gone.

High resistance to fresh or salt water, deterioration by sun, gasoline, oil, grease, acid and alkali.

Extreme toughness and flexibility, hence unusual impact and abrasion resistance.

The coatings are supplied in a two-part package of measured base color and active ingredient and by following direction may be brushed or sprayed on with excellent results. Gloucester Sea Jacket Epoxy finishes are made for all boat surfaces from keel to masthead.

TARR & WONSON, LTD., Gloucester, Mass.

A NEW BILGE EXHAUST BLOWER is one of the many items offered by the Algonac Foundry in its new catalogue. Of advanced design, this blower is reported to replace old fumes with fresh air in the bilges in a very short time. In a laboratory experiment, using a 1/20-hp. motor of 3.1 amps at 3500 r.p.m., the manufacturers report, this fan moved 67 cubic feet per minute. This blower should be run for a minimum of five minutes before starting up the engines.

Another product which Algonac Foundry expresses great enthusiasm for is their line of bow and stern lights which they describe as "strictly functional" but with "dramatic modern styling." These and other new and older items will be found in the 1959 Algonac catalogue.

ALGONAC FOUNDRY CO., INC., 9300 Stone Rd., Algonac,

SUBMERGED

— or not,

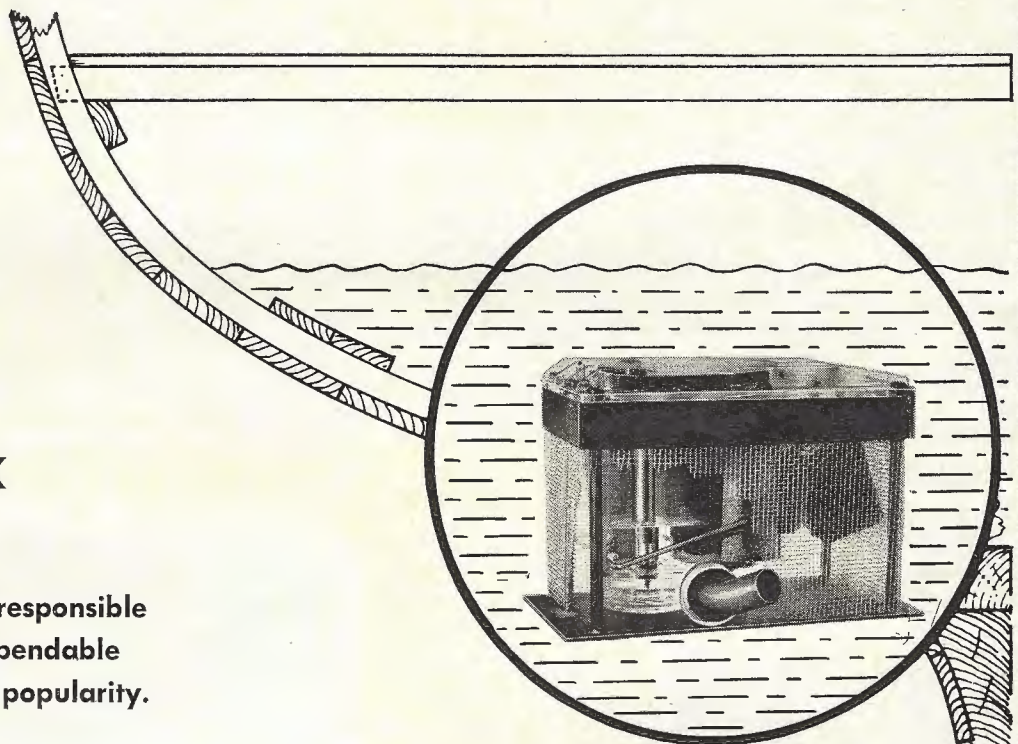
Lovett BILGE PUMPS PERFORM!

EXCLUSIVE

AIR LOCK

SEAL . . .

is the feature responsible
for Lovett's dependable
operation and popularity.



Only the Lovett Bilge Pump can use their patented air lock to seal out water when operating submerged. The pressure of the trapped air keeps electrical parts dry. All other pumps use mechanical seals that are subject to wear and corrosion. The plastic case prevents electrolysis. Made in two types—an automatic model that may be manually operated and a strictly manual model. The units are compact, only 5½" high, with large screen area and light weight. Ample capacity—550 gallons per hour—with 3' head, yet current consumption is only 42 watts. Available in all popular D.C. voltages. If you are in the market for a bilge pump, it is wise to inquire about Lovett's from our users or dealers. Their experience should convince you.

See your dealer or write us for the complete story

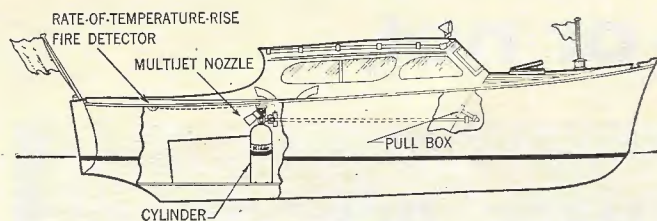
Lovett Pumps

made by **LONGPORT MARINE CO.**

LONGPORT, N. J.



The BOAT SHOW in Print



Permanently installed Kidde automatically actuated fire extinguishing, with hand control forward

KIDDE FIRE EXTINGUISHERS for 1959 include two new dry chemical portable units of 2½ and 5-lb. capacity. Said to have as much fire-extinguishing power as eight or 16 carbon tetrachloride extinguishers, respectively, they are operated simply by pressing a lever—no locking pin to remove or valve to turn. A pressure gauge shows the unit's condition of charge at any time, and they are easily and quickly recharged with air or nitrogen.

Kidde also puts out carbon-dioxide portable extinguishers in 5, 10, 15 and 20-lb. sizes and dry chemical extinguishers in 20 and 30-lb. portables.

Built-in carbon dioxide extinguishing systems for yachts and boats by Walter Kidde & Co. stand a fire watch 24 hours a day, ready to be triggered by a rate-of-temperature-rise automatic fire detector, in addition to manual remote controls. Multi-jet nozzles in engine room or other protected compartments discharge the carbon dioxide gas which smothers the fire without damaging engine or electrical equipment. The Kidde systems are approved by U.S. Coast Guard and by insurance organizations.

WALTER KIDDE & CO., INC., 675 Main St., Belleville 9, N.J.



The new Kidde 2½ and 5-lb. dry chemical fire extinguishers

RUGGED OUTBOARD PROPELLERS. Among the new products introduced by Michigan Wheel Co. this year are propellers of Ni-Bral for large outboard motors. According to the maker, these props have the following advantages: although they may occasionally be nicked, they virtually never bend or break; they are highly corrosion-resistant; despite a slightly higher initial price tag, their ultimate cost is lower in view of their service life. These Ni-Bral wheels are said to save the outboard operator who carries no spare many delays due to lay-ups for propeller repairs.

Also featured in 1959 will be Michigan's Cupped Dyna-Jet wheels designed for top performance with fast hulls driven by high-powered inboard engines.

Michigan's new Outboard Catalog contains recommended propeller sizes for better skiing, more speed or better cruising. Copies of the catalog may be obtained free.

MICHIGAN WHEEL CO., 235 Market Ave., S.W., Grand



Flagship of the Chris-Craft Sea Skiff Fleet is the 40'

CHRIS-CRAFT'S SEA SKIFF FLEET has 13 models in open utilities, flying bridge and semi-enclosed cruisers and sports fishing boats, ranging from 18' to 40'. All are of round-bilge lapstrake construction with a new synthetic rubber-based sealer for a bond between the strakes said to be stronger than the strakes themselves.

Open utility models come in 18', 22', 26' and 30' sizes, with permanent tops on the 22' and 26' and a semi-enclosed 30' style as options. The two larger sizes have room for twin berths and toilet in the forward cabin. The new 22' Ranger series has both open cockpit and trunk cabin models. There is a 26' called the Enclosed Flybridge sleeping four, with galley, dinette, lounge and private toilet-room, and there is a black 26' Fisherman of sporty look and performance.

The larger skiffs are 30' and 35' Semi-Enclosed Cruisers with blue as standard color, and the 40' Semi-Enclosed Cruiser is the skiff flagship for 1959, with diesel options. Flying bridges are optional on the three largest sizes. Chris-Craft's model 283 V8 engine is the choice for most of the skiff models and provides speeds as high as 37 m.p.h. in twin installations.

CHRIS-CRAFT CORP., Sea Skiff Division, Pompano Beach, Fla.



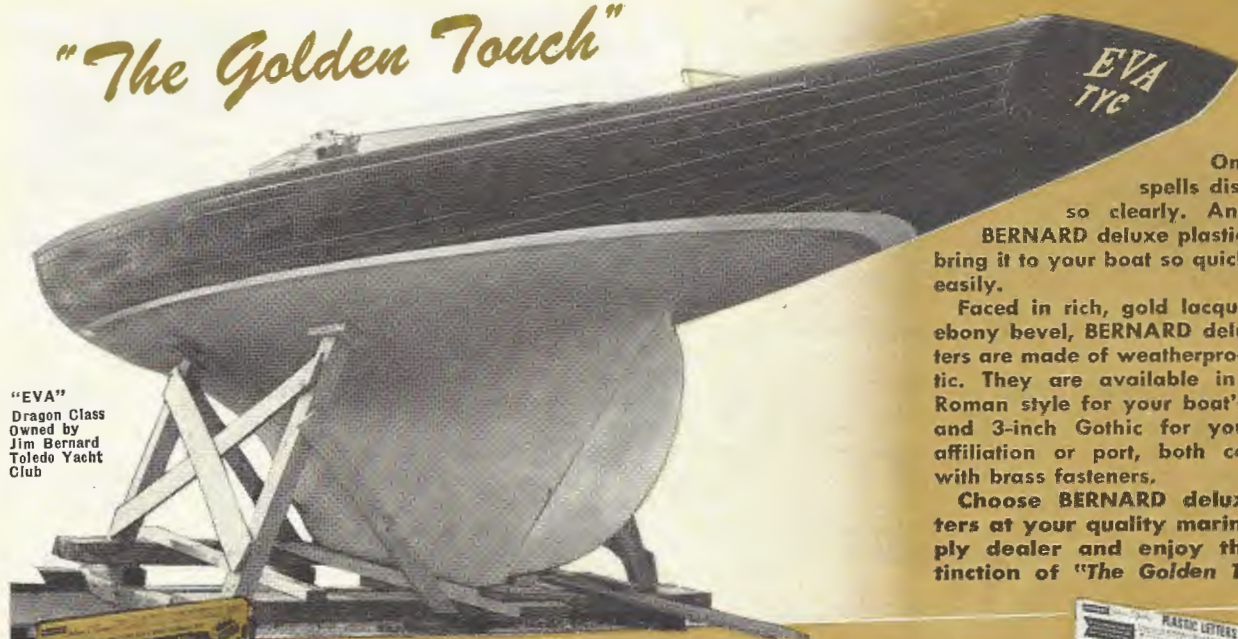
The 22' Ranger Chris-Craft Sea Skiff can hit 30 m.p.h.

PLYMOUTH CORDAGE CO. offers a wide variety of rope products for yachting use. Three new synthetic materials are available as well as the conventional manila for anchor and mooring lines. Plymouth's manila anchor line is specially treated to resist mildew and be long wearing, takes up almost no water and is easy to handle when wet. In synthetics, Plymouth offers its exclusive Goldline, described as averaging at least 15 per cent greater tensile strength than conventional nylon and as being far more resistant to chafing, flexing and abrasion. Nylon and dacron yacht rope are produced by Plymouth, with nylon especially recommended for mooring and anchor lines because of its strength, elasticity and rot resistance, while dacron, with its high resistance to weathering and abrasion and its lesser elasticity, is called ideal for sheets and halyards.

Special products include a nylon starter rope for gasoline engines and outboards, vinyl-covered galvanized aircraft cable for tiller cable, and three types of water ski ropes. These are bright yellow floating polyethylene, yacht manila or linen, all in 75-foot lengths of ¼" diameter in I or II Bar styles. I-Bar has a 12" wooden handle and II-Bar has a five-foot bridle with two seven-inch handles.

"The Golden Touch"

"EVA"
Dragon Class
Owned by
Jim Bernard
Toledo Yacht
Club



Only gold spells distinction so clearly. And only BERNARD deluxe plastic letters bring it to your boat so quickly and easily.

Faced in rich, gold lacquer with ebony bevel, BERNARD deluxe letters are made of weatherproof plastic. They are available in 5-inch Roman style for your boat's name and 3-inch Gothic for your club affiliation or port, both complete with brass fasteners.

Choose BERNARD deluxe letters at your quality marine supply dealer and enjoy the distinction of "The Golden Touch".



BERNARD deluxe 5-inch Roman letters ensure a permanent, professional lettering job—every time. Price 50 cents each. Brass fasteners included for quick, easy application or removal.

BERNARD deluxe 3-inch Gothic letters put your club affiliation or port in perfect balance with your boat's name. Price 25 cents each. Numbers are available, too. Brass fasteners included.

Also 3-Inch Coast Guard Approved Registration Letters and Numbers in Black or White Face at 20 cents each.

BERNARD ENGRAVING CO.
N. 12TH AT SHERMAN • TOLEDO, OHIO



Grumman dinghy, 19-footer and canoe are all of aluminum

GRUMMAN BUILDS ALUMINUM HULLS. For 1959 Grumman aluminum boats will be available in lengths from 8½ to 20 ft.

The 19-ft. Sportster, introduced last year, is now to be offered in a hardtop version to provide all-weather protection and extra comfort for over-nighting. Weighing 690 lbs., the new 19-footer is rated for outboard power up to 100 hp.

The Deluxe Runabout, a 15½-ft. model, features new interior design and decoration, including fitted back and seat cushions. Rated to carry a top of 40 hp., she will perform well with only 18. Her weight is 255 lb. Three deck plans are available.

The 14 ft. 2 in. Fisherman has a redesigned hull arrangement providing more space for gas tanks and fishing gear. A half-deck plan is optional. Weighing 160 lb., the Fisherman is rated for 15 hp.

Other Grumman models include the Junior Runabout for motors to 20 hp.; the 87-lb. Cartopper with a length of 12 ft. 10 in.; an all-purpose, 78-lb., 8½-ft. dinghy; a four-in-one Sport Boat for motor, paddle, oar or sail propulsion and 7 models of aluminum canoes ranging from 13 to 20 ft. in length.

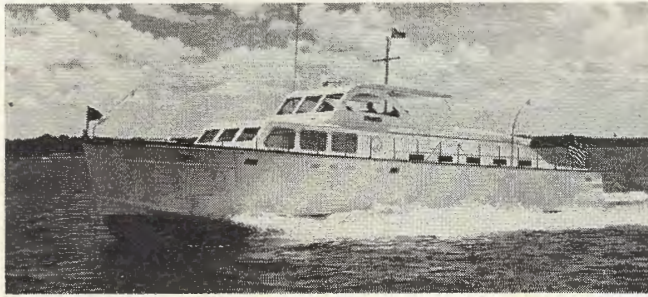
GRUMMAN BOATS, INC., 816 South St., Marathon, N.Y.

The Randy Boatshu and its educational shoebox



THE RANDY BOATSHU has recently been made available in narrow widths to fit additional boating people comfortably. Qualities of the Randy shoe are listed as safety, due to the non-slip "squeegee-action" sole; cleanliness, the sole being self-cleaning and the uppers washable; comfort, with a sponge cushion insole arch, and popular-priced at \$5.95.

The Randy Boatshu comes in two styles—laced Oxford and slip-on Continental—and in six colors and a wide range of sizes for men, women and juniors. The shoes come packaged in a shoe-box on which is imprinted a lot of useful nautical information, such as rules of the road, flag signals, chart abbreviations and other boating facts.



The Huckins Pacific 60 makes 23 m.p.h. with two GM diesels

HUCKINS FAIRFORM FLYERS, built in standard hulls from 34' to 80' in length, are available with combinations of power and accommodation plans that add up to more than 50 different models in the Huckins line. All are twin-screw, with gasoline or diesel optional in most of them, and all are of the Huckins Quadraconic Hull design which, the builders say, give them exceptionally long cruising range at full planing cruising speeds.

All Huckins hulls have at least four watertight compartments and are planked with double diagonal laminated mahogany. Frames and laminated keels are white oak, fastenings copper, bronze and Monel. Standard equipment includes Fairform controls, electric toilets, water pressure systems and Monel tanks.

A new model, the Sportsman 34, offers a choice of power for up to 40 m.p.h. and sleeps four or more. Another new one, the Piscatory 40, is a sport fisherman with flying bridge, large cockpit. Her standard arrangement provides quarters for a paid hand, or optionally she will sleep four without crew.

Other 40' models, and the 45', 46', 48', 50', 53', 60', 64' and 80' hulls, are all designed and powered for minimum planing speeds of 12 to 15 m.p.h., with maximum planing speeds of 18 to 30 knots. Huckins stresses light weight with strength in their construction and claims unusually low operating costs for high sustained speeds.

HUCKINS YACHT CORP., Box 6336, Jacksonville 5, Fla.



A new Huckins model this year is the Seafarer 48

THE ANCHORAGE'S PLASTIC BOATS. The Anchorage, well known for its quality dinghies and as a pioneer in molding plastic boats up to 42' long by its Dyerresin process, is exhibiting at this year's New York show one of its Potter-designed Dyercraft 29 cruisers. The Anchorage has built a number of these 29-footers to order in the past four years, with gasoline and diesel engines, single and twin screw power for speeds up to 25 knots, and in several different interior arrangements. Their wine-glass sections and built-down keels give exceptionally good rough water performance, and the boats feature sound-proofing, insulation, ventilation, leakproof cabin construction and roomy, livable interiors.

The Anchorage continues its line of 7'9" and 9' dhows, 10' Class D, and 12' International One-Design dinghies, all of Dyerresin plastic. The 7'9" Midget dhows were used as tenders by *Columbia*, *Easterner* and *Weatherly* in last summer's America's Cup campaign, and on the decks of many Bermuda



A Dyercraft 29 steps out in rough water, with a 7'9" Midget Dyer dhow riding in her cockpit

race on Long Island Sound, and a new class of 12' Internationals sailing dinks has been started in Venezuela.

The Dyerresin 16' Glamor Girl utility boats, both inboard and outboard powered, doubled in sales during the past year. These fast little craft are used not only for pleasure but for lobstering, crew coaching launches, yacht club tenders, police service and other serious business and are light enough to make excellent trailer boats.

THE ANCHORAGE, INC., 57 Miller St., Warren, R.I.



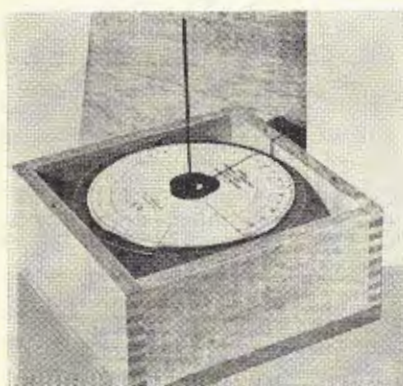
A combination power, sailing and rowing dinghy, the Dyerresin Dhow is a tender to many famous yachts, from 12-Meters to ocean racers

THE DARRA COMPASS CORRECTOR permits anyone, without previous experience, to adjust his own compass quickly and accurately, according to W. T. Darrach Co.

This instrument was invented and patented by the late Capt. W. T. Darrach, a professional compass adjuster, and used by him in his work for many years. He never marketed it, feeling that to do so would hurt his own business. Since his death it has been made available to the public. It has been modified in a new 1959 version in accordance with recommendations from the US Navy Buships, and is now mounted in gimbals in a mahogany case. The re-design was accomplished by John E. Hand & Sons.

The instrument sells for \$49.50, including all shipping charges.

W. T. DARRACH CO., Box 275, Trenton, N.J.



The Darra Compass Corrector is said to make it easy for any yachtsman to adjust his own compass or his friends'

Feadship-Holland 1959

For over half a century the famous building yards comprising the First Export Association of Dutch Shipbuilders have been producing fine yachts.

We are pleased to announce that Feadship-Holland is now represented in America by Ovingsteel, Inc. They can supply full particulars on the yacht of your choice and provide the ease and assurance of dealing with an outstanding American concern.

For 1959 Feadship-Holland offers a magnificent fleet of power yachts and auxiliaries, standard or custom built, wood or steel, 35 to 200 feet.

All Feadships are built for the most demanding yachtsmen. They are designed for American tastes and have American engines and equipment throughout.



The HIGHLANDER 100' steel motor cruiser.

The GLADYS II, 65' steel motor cruiser.



**See the Feadship fleet before you buy.
Apply for full particulars to**

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NEW YORK 7, N. Y.

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FEADSHIP-HOLLAND COOP. E. R.

12 ZONNELAAN

PHONE HAARLEM 3-4217

HAARLEM, HOLLAND



Speeds of 35 m.p.h. are possible in the plywood 23' Express Cruiser from Cavalier Div. of Chris-Craft

CAVALIER BOATS DIVISION of Chris-Craft Corp. has 23' and 25' express cruisers for 1959 plus sports utilities at 15' and 17'. All boats in the Cavalier line are built of Philippine mahogany structural parts and marine plywood planking.

Both cruiser models are fully-equipped for living aboard with such features as stainless steel galley with two burner stove, sink and insulated refrigerator, fresh water system, full-height, enclosed toilet-room and a twin vee-berth forward. The 25' can also be had with a dinette that converts into two more berths.

With the new Chris-Craft V8 engine, the 23' can make 35 m.p.h. and the 25' has a top of 33 m.p.h. Factory price on the 23 is \$4295.

Engine options of 95, 105 and 131 hp. are offered for the 17' Cavalier Sports Utility as well as the V8 model 283, which gives a top of 40 m.p.h. for this open boat suitable for fishing and water skiing. The flush-top engine box doubles as a handy picnic table. The 15' can make up to 38 m.p.h. with engine options to 95 hp. and has a roomy cockpit, wrap-around windshield and two-tone styling.

CAVALIER BOATS DIVISION, Chris-Craft Corp., Pompano Beach, Fla.



17' Sports Utility from Cavalier Div. of Chris-Craft

THOMPSON FEATURES LAPSTRAKE CRAFT. Continuing as a highlight of Thompson outboard hulls will be their SeaLap construction with brass bolts between ribs and a special watertight rubber sealing mastic applied between laps.

A Thompson feature for 1959 will be the 19-ft. Off-Shore cruiser with cabin, and bunks under the forward deck. It is designed for use with single or dual engines. The 19-ft. hull is also offered in an open version with a four-passenger



This Thompson 17 ft. Sea Lancer takes one or two motors

forward seat and ample cockpit space. These hulls have a 7 ft. 4 in. beam and are 3 ft. 9 in. in depth.

Largest in the Thompson line is the 22-ft. Sea Lane, said to be capable of accommodating any combination of motors.

The 17-ft. Sea Lancer has been redesigned with increased flare and clipper bow to make it drier. It may be used with either one or two motors. With a length of 17 ft., this model is 6 ft. 10 in. wide and 3 ft. in depth.

Other Thompsons for the coming year are the deluxe 14 and 16-ft. double cockpit models; 14-ft. Sea Skiff and Sea Skiff Special; 16-ft. 473 and 475 Sea Coasters, which have been redesigned; canvas covered 240 TVT "Take-along" covered with aqua-dope; the aqua-doped 16-ft. Ranger canvas covered canoe and model 605, a 14-ft. lap chine run-about.

THOMPSON BROS. BOAT MFG. CO., Peshtigo, Wis. and Cortland, N.Y.



The Bounty is a 41' molded fiberglass auxiliary sloop, sleeping six, priced at \$27,500. A yawl rig is optional

BOUNTY CLASS CRUISING SLOOPS, which made history a couple of years ago as the first sizable fiberglass molded plastic auxiliary to be displayed at a National Motor Boat Show, has been stepped up to a four-a-month production schedule during 1958 and Bountys are now sailing in Pacific, Atlantic, Great Lakes, Gulf of Mexico and West Indian waters.

A new development is the availability of the Bounty in a yawl rig, with 722 ft. of sail compared to the 661 ft. of the original sloop rig. Aluminum spars are now standard equipment. The list price is \$27,500, and a dozen dealers around the country are handling the Bounty. The boat is in the New York show.

The Bounty is 40'10" o.a., 28' w.l., 10'3" beam, 5'9" draft. She displaces 18,380 lb., including an 8,000-lb. ballast keel, sleeps six persons, and has a Universal Atomic Four 25-hp. gas engine as auxiliary power.

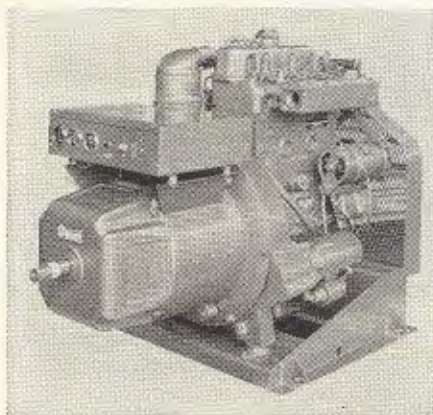
"We have not stood still," says Fred Coleman, vice-president of the producing company. "There has been a constant program of improvement, refinement and polishing of detail."

AEROMARINE PLASTICS CORP., Bounty Div., Bounty

BAINBRIDGE, DUPLAN SAIL FABRICS. A recent agreement between Howe and Bainbridge, Inc., veteran sailcloth marketing organization, and Duplan, a pioneer concern in the processing of synthetic fabrics for sail making, make the former company distributor for the Dacron and Nylon fabrics marketed under the Duplan name. In addition to its own established Bainbridge Stabilized Dacron Sailcloth, Howe and Bainbridge has acquired the Duplan sailcloth inventory, and the exclusive rights to many of the construction features of the Duplan fabric design. These fabrics will now again be available to yachtsmen through their suppliers, the sailmakers.

HOWE & BAINBRIDGE, INC., 220 Commercial St., Boston 13, Mass.

NEW DIESEL GENERATING PLANTS BY ONAN. Newly added to the Onan line of marine generating plants is the MDZB series of water-cooled diesel-driven models, available in either 10,000 or 15,000 watt AC size ranges and in all standard 60 and 50-cycle voltages to 460 volts.



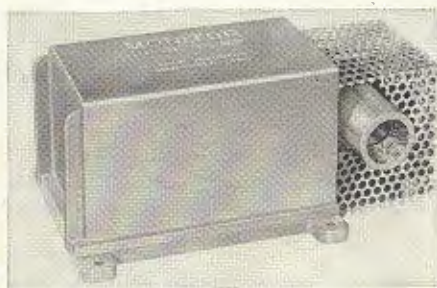
Onan 10 kw. diesel-driven generating plant

Prime mover for the new series of plants is the heavy duty, 3-cylinder, 37-hp. (at 1800 r.p.m.) Hercules diesel. Standard features of this engine include a Roosa Master distributor-type, direct-injection pump with built-in fuel transfer pump.

Direct-connected to the Hercules diesel is an inherently regulated Onan single ball bearing, four-pole, revolving armature generator. Permanent alignment is assured by a semi-flexible drive disc. The generator boasts generous overload capacity and close voltage and frequency regulation.

D. W. ONAN & SONS, INC., 2584 University Ave., S.E., Minneapolis, Minn.

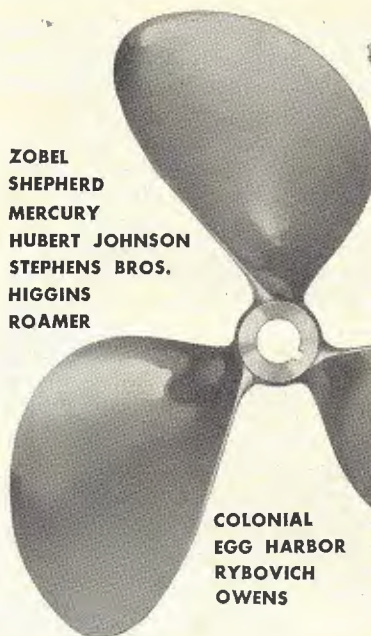
The Monitor submersible electric bilge pump



MONITOR ELECTRIC BILGE PUMPS from Millikin Industries come for either six or 12 volt systems and in two models. They are designed to be small enough to fit under the floorboards of a small boat and yet to have enough capacity to handle the bilge pumping needs of even the largest yachts. Model B70 has a capacity of 850 gallons per hour while model B95, of identical size, can handle 1050 gallons per hour. Each has a "Power Wrap Impeller," 36 square inches of easily cleaned screening over the intake, long life lubrication, permanent seals, and 3/4" pipe thread outlets of standard garden hose thread. Also available is a chromium-plated solid brass through-hull fitting with proper connecting accessories. The pumps are submersible.

MILLIKIN INDUSTRIES, 112 Elm St., Mansfield, O.

ZOBEL
SHEPHERD
MERCURY
HUBERT JOHNSON
STEPHENS BROS.
HIGGINS
ROAMER



COLONIAL
EGG HARBOR
RYBOVICH
OWENS

CHRIS-CRAFT

MATTHEWS

RICHARDSON

Equi-Poise

... THE WHEEL WHICH NEARLY ALL BUILDERS OF FINE, FAST BOTTOM PLEASURE BOATS, AS WELL AS MANY ENGINE MANUFACTURERS, HAVE STANDARDIZED ON YEAR AFTER YEAR FOR EVERY APPLICATION WHERE MAXIMUM SPEED AND FINE ALL AROUND PERFORMANCE WAS DESIRED. UNQUESTIONABLY, NO PROPELLER IN THE HISTORY OF BOATING HAS EVER EARNED SUCH A UNIVERSAL ENDORSEMENT. IT SPEAKS VOLUMES FOR THE MATCHLESS QUALITIES OF THIS WHEEL.

CORRECT CRAFT



CHRIS-CRAFT



TROJAN



CENTURY



HUCKINS



LYMAN

See the EQUI-POISE and other fine FEDERAL wheels at the National Boat Shows.

FEDERAL PROPELLERS

GRAND RAPIDS 3, MICHIGAN

GRAND RAPIDS 3, MICHIGAN



The BOAT SHOW in Print



NEW CUPRINOL PRODUCTS. The makers of Cuprinol, long popular with yacht owners and builders as a wood preservative, now have a number of allied products for other uses on boats.

Odor Free, wiped on any surface, strikes directly at the microscopic bacteria that are the cause of musty odors, especially in closed-up boat compartments. While giving a "fresh air" smell, Odor Free also cleans and disinfects.

Cuprinol Grease Off is used to eliminate messy areas, reduce unpleasant odors and clean up slippery surfaces. Mixed with one ounce of Grease Off concentrate to a quart of water, it is used to wipe metal, glass, plastic, wood and fabric surfaces. A little Grease Off poured into the bilgewater cleans the bilge by emulsifying gasoline, oil and grease so that it may be pumped out.

Sav It is a double-purpose dressing applied to clothing, leather and canvas, which waterproofs the fabric and at the same time inhibits mildew. It has no odor, does not discolor or stiffen the fabrics, and lets air circulate through them.

For ropes, Cuprinol makes two types of preservative. No. 30 is for rope used out of water or only occasionally immersed, like sheets and anchor rode. No. 50 is for permanently immersed rope, like mooring pendants, and for fish-nets. Both are applied by dipping, and permeate the fibers of the rope.

CUPRINOL DIV., Darworth, Inc., Simsbury, Conn.



Oliver's 6-hp. motor is painted green and beach white

OLIVER FEATURES ENGINEERING REFINEMENT. Engineering advances reflecting boatmen's wishes and a new scheme of colors are featured in the 1959 line of Oliver outboard motors. Six, 16 and 35-hp. models will be available.

Among the mechanical modifications are an improved ignition system, use of nylon bearings on all external throttle controls and refinement of basic castings to provide for operation in extremely rough water.

Each model has its distinctive color of baked, high-gloss metallic paint: the 35, gold and beach white; the 16, copper and beach white and the 6, green and beach white. Specifica-

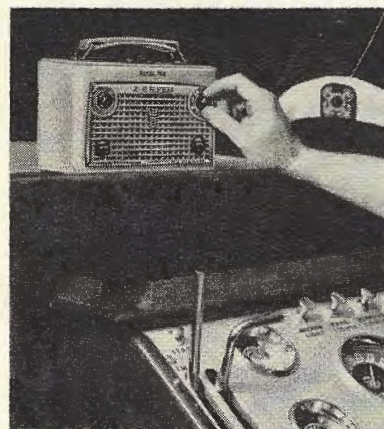
tions of the paint are said to be based on extensive fresh and salt water testing.

Oliver will present a new model of their Bendix-Scintilla ignition system on the 35 Olympus model. The new system is said to provide 18 kv. at full throttle and as much as 25 kv. at trolling speeds. This is claimed to be sufficient for ample spark under all conditions.

Troubles encountered with ordinary bearings in salt water use prompted the change to Nylon bearings on external throttle controls.

Prices of the 1959 Oliver models are substantially the same as those of last year's motors.

THE OLIVER CORP., OUTBOARD MOTOR DIV., 108 S. McCamly St., Battle Creek, Mich.



New Zenith "Navigator" two-band all-transistor portable radio tunes standard broadcast stations, 150-400 kc CAA weather-navigation stations and marine beacons

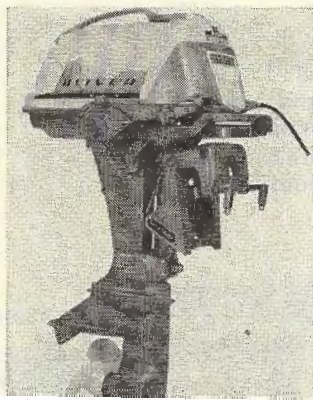
ZENITH NAVIGATOR DOUBLES AS DF. A new two-band "Navigator" radio receiver is also a dependable self-powered emergency navigation instrument, according to its manufacturers, the Zenith Radio Corp. As a two-band transistor receiver, the Navigator is said to provide long-distance reception of standard broadcast stations plus government weather-navigation stations and marine beacons in the U.S., Canada and overseas.

Among the features of this new unit are an earphone attachment, at slightly extra cost, for use in noisy or extreme weather conditions; two ferrite, plate-type vertically-polarized loop antennas, one for each wave band; and a NAV switch to eliminate automatic volume control when a very sharp "null" is required for homing or for taking bearings. An azimuth scale mounted on top of the cabinet permits quick reading of relative bearings. The "Navigator" operates for approximately 350-hours on one set of six type "C" ordinary flashlight batteries, according to the manufacturer. Suggested retail price is \$99.95, less batteries.

Zenith has also recently announced a new 150-400 kilocycle wave band its all-transistor "Trans-Oceanic" standard and band-spread short wave portable radio.

ZENITH RADIO CORP., 6001 W. Dickens, Chicago 39, Ill.

The Olympus 35 by Oliver has improved ignition



Zenith's new 9-band "Trans-Oceanic" standard and band spread short wave portable radio offers efficient transistor operation on ordinary flashlight batteries, with supersensitive reception





The day the "Bouncing Betty" learned that left isn't right

The skipper of the "Bouncing Betty" was a mighty surprised fellow when he found he'd snagged 'er on a sand bar. Obviously he forgot the old salt's precept, "red ... right ... returning." Always keep red buoys on your starboard side when entering harbor.

And for top performance from your engine, always insist on Esso Marine Products — high

quality Esso Marine Gasoline with Marnol to assure fast starts and trouble-free operation ... Essolube HDX to help prevent accumulation of destructive deposits in gasoline or diesel engines ... and Esso Outboard Motor Oil and gear lubricants to protect vital moving parts. For "Happy Cruising" in any season, be sure to specify Esso Marine Products.



ESSO MARINE GASOLINES WITH MARNOL® • ESSOLUBE® HDX
ESSO OUTBOARD MOTOR OIL AND GEAR LUBRICANTS

We look forward to
 seeing you at the Na-
 tional Motor Boat Show.

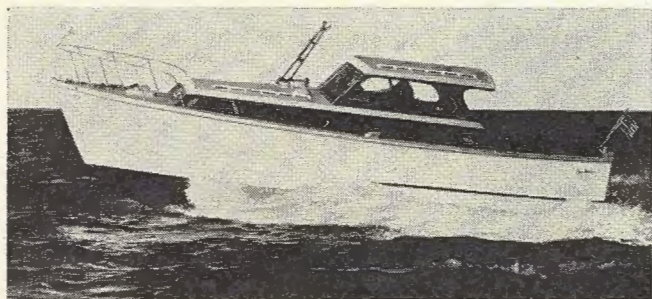
For inboard and outboards "ESSO RESEARCH works wonders with oil"



WOOLSEY NAUTICOLOR FINISHES will be available for 1959 in a wide choice of the currently popular satin finishes for boat interior painting. In the Woolsey Nauticolor system an almost limitless variety of colors and satin or gloss finishes is made possible by the simple addition of tube colorants to ready-mixed colors of the Cawlux Marine Finishes. The popular satin effects are made from a special white base. These Nauticolors are described as quick drying, solid covering, fast under exposure to the elements, and hard wearing. Currently 70 Nauticolors are offered.

A new Woolsey product is Self-Spraying Lacquer Enamel made in colors to match all the popular outboard motor color schemes. They are applied by simply pressing a button on the 12-oz. spray container. Also new this year is Woolsey's Vinyl Plastic Surfer, in white and mahogany, for filling surface holes and scratches. It is said to have outstanding impact resistance and elasticity.

C. A. WOOLSEY PAINT & COLOR CO. INC., 205 East 42nd St., New York 17, N.Y.



The Egg Harbor Boat Co.'s new 36-foot sport cruiser

A LARGER EGG HARBOR CRUISER has been added to this builder's well known output of sport cruisers. The new boat is 36' long with a beam of 12'3", compared with Egg Harbor's familiar 31-footer with 11' beam, which is also being built. The new boat has twin Chrysler 125-hp. engines said to give her a top of 23 and cruising speed of 16 m.p.h. She has 2:1 reduction and hydraulic clutches. More power, including diesels, is optional. The hull is planked with Philippine mahogany, bronze-screw fastened to frames spaced on 9" centers. The boat draws 3'3".

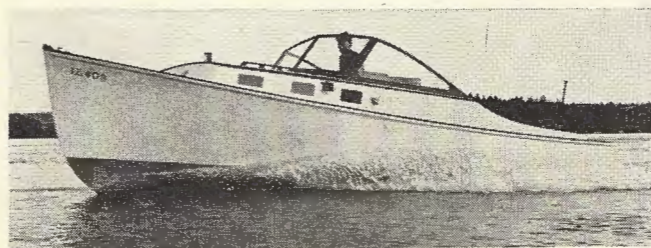
She is laid out to cruise up to six persons, with such features as hot and cold water, shower, convertible sofa-double berth, dinette-double berth, two bunks forward and a roomy well-equipped galley. For the sport fisherman there is a large cockpit with teak flush-deck, and large lockers for fishing gear.

The Egg Harbor boats are of round-bilge model with sweeping flare forward, making them exceptionally dry and seaworthy.

EGG HARBOR BOAT CO., 412 Boston Ave., Egg Harbor City, N. J.

HODGDON-BUILT BOATS have been familiar to generations of yachtsman, as well as Maine fishermen and commercial operators. Long known for their large custom-built yachts, this Boothbay yard also offers standardized smaller boats in both sailing and power categories.

The Hodgdon 27' lobster boat is a typical Maine craft of the model favored by lobstermen—seaworthy, round-bottomed, maneuverable, economically driven at good speeds by moderate power. Yet over 80 percent of this type, which is built with either 8'9" or 7'3" beam, have been built for pleasure use. Hodgdon offers the basic hull in a wide choice of interior layouts, from an open boat to one with cabin and hard-top shelter, and a similar choice of power and speed. This variety permits the buyer to have a custom-built boat at a stock boat price, according to the builder.



Hodgdon's 27' Lobster boat in the open-bridge cabin layout (above). The Hodgdon Bros. 21 is a new keel sloop for one-design racing



Jr. and his uncle, the late Charles Hodgdon, designed the Hodgdon 21, a keel sloop 21' o.a., 18'4" w.l., 3'5" draft, carrying 200 ft. of working sail, with a 1000-lb. lead keel. These sloops have proved fast and lively and are an excellent one-design racing class. They are white cedar planked over oak frames, with laminated mahogany transom.

HODGDON BROS., INC., East Boothbay, Maine.

BOSTON YACHT SAILS reports that a gratifying number of national and district championships in several different racing classes have been won in recent seasons by skippers who used Boston-made sails from Mt. Clemens, Mich.

Makers of custom yacht sails, Howard Boston's firm keeps on hand for immediate shipment sails for 15 popular one-design classes, some in a choice of weight and material. Boston includes in the modern sail cloths which he has available Drisail, Super-Dac, Defender Cloth; Zeta, Bainbridge Dynalite and Karnac—the latter a material exclusive with the Boston Yacht Sail Co.

Boston sails are made to top specifications with mainsails hand-roped with synthetic boltrope and stainless steel wire in the jib luffs. Boston crosscut and double-mitre spinners are reported to have been outstandingly successful in many racing classes.

BOSTON YACHT SAIL CO., 34 Riverside Dr., Mt. Clemens, Mich.



A perfectly-fitting suit of Boston sails on the 39' sloop "Meteor III," which has a racing record of 44 first places in 63 racing starts

GIVE A CAPE COD WIND INDICATOR

... the permanent, prominent gift for a man!



Mounted on the wall, in his house, these two lively instruments are constant, lifelong reminders of how really important he is to you. They help forecast local weather — fascinate family and friends.

CAPE COD WIND DIRECTION INDICATOR — small brass wind vane on roof flashes the wind direction indoors by lighting compass points on the richly decorative brass dial. Complete with vane, 7½" dial and 50 feet of connecting wire. \$49.95, postpaid.

CAPE COD WIND SPEED INDICATOR — tells at a glance indoors how hard the wind is blowing outdoors. Spinning cups on the roof or TV-mast instantly show every gust and lull in the wind, up to 100 miles per hour, on the 4" highly polished brass dial. Complete with spinner and wire, \$49.95, postpaid.



Give either one or both. Fully guaranteed. Same day shipment. Free folder and Weather Forecaster's Guide. 48-hour Air Mail Special Delivery \$3 extra. Mail check or money order to:

CAPE COD WIND INDICATOR

HARWICHPORT 2, CAPE COD, MASS.

SCRIPPS

GOOD ENGINES FOR OVER 50 YEARS

SERVICE ORDERS

FILLED PROMPTLY

FACTORY REBUILDING

makes your engine like new

SCRIPPS MOTOR CO.

Walled Lake, Mich.

Phone: Market 4-1587

FREE HOT WATER!



thru the Monel lined Galley Maid from your main engine. Electrically-operated at dockside.

3 gallon capacity.....\$ 94.50

5 gallon capacity.....\$141.00

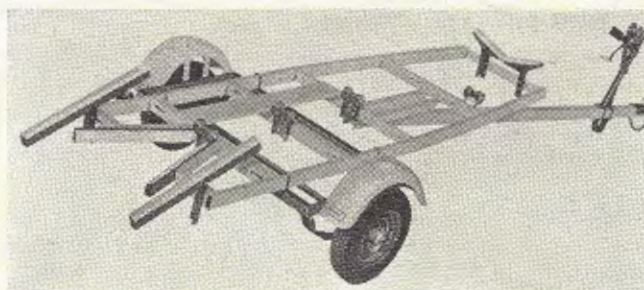
10 gallon capacity.....\$166.00

LAWRENCE STAHL & CO.

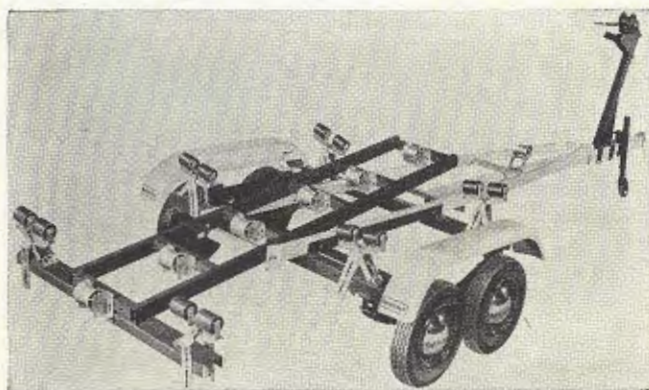
10-17 43rd Road Long Island City 1, N. Y.

STYROFOAM PONTOONS AND FLOATS from Burr Bros. Marion, Mass., custom builders of sail and power yachts, come in a wide range of sizes suitable for landing, swimming and docking floats and many other uses. Exceptionally sturdy, they can be obtained with kit of plans and material specifications for building one's own float and in sizes of 6' x 12' to 16' x 24' and larger at approximately \$3.50 to \$4.00 per square foot.

BURR BROS. BOATS, Front St., Marion, Mass.



This Mastercraft trailer is a Crestline model with 1100-lb. capacity



Mastercraft's Cruiserline for boats up to 21', 2300 lb.

MASTERCRAFT TRAILERS' new Crestline series includes five breakframe-type boat trailers readily convertible to carry outboard or inboard powered boats or centerboard sailboats. A feature is the Ezy-Vee loading guide which aligns the boat with the keel rollers. Others are the total-tilt tubular steel frame and adjustable combination bunk and roller system. Basic units are also available without the latter feature. This line starts with a trailer for 16', 800-lb. boats at \$149 in basic form and ranges up to a tandem for 21', 2300-lb. boats, complete for \$529.

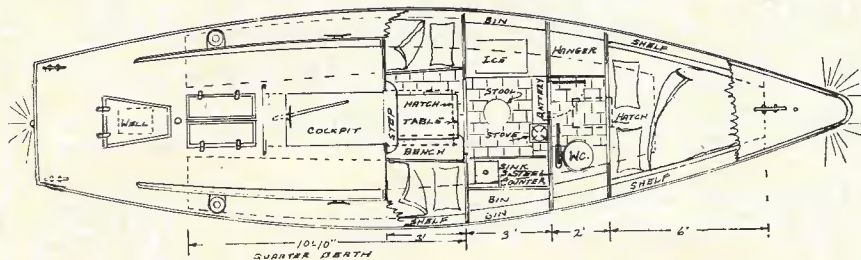
The Cruiserline series, in the same basic size ranges, have been beefed up to greater carrying capacity, and have such new features as snap-lock hold-downs, heavier tow-bar and twin boom sections. Padded bunks are optional to rollers. For smaller boats in the 14'-16' range, Mastercraft offers the Bannerline and Modernline series and the Kit Craft series with prices from \$99.50 for the 300-lb. capacity model.

MASTERCRAFT TRAILERS, INC., 200 Middlefield, Middletown, Conn.

LASTCO REFRIGERATORS will constitute a part of the Lawrence Stahl display at the New York Boat Show. There will be 5 cu. ft. and a 10-cu.-ft. models shown, the latter operating from a 12-v. battery. Another part of the Stahl display will be WIX Galley Maid water heaters, in which propulsion engine hot exhaust water is used to heat fresh water in the Galley Maid. When at dockside, a 110-v. electric heating element takes over.

New products on display will also be the Raritan Electro-Chemical Chlorinator; a Raritan hand-operated toilet and Raritan electrically operated toilet, for which Lawrence Stahl Co. is New York distributor.

LAWRENCE STAHL & CO., 10-17 43rd Rd., Long Island City 1, N. Y.



The Melody ® yachts are excellent examples of the modern light displacement trend. The glass covered Veebottom plywood construction insures continued durability and low maintenance.

Melody®

Melodies are distinctively beautiful anywhere, anytime—in the harbor, in the races, or on a cruise. The enviable and growing collections of Trophies demonstrates successful ocean racing ability. The Melody "Feather," following "Brisotes" example, captured 12 Trophies in 10 cruiser races this past summer, competing with 80 to 100 yachts in each of 8 events.

Effective accommodations for the crew, an easy set of lines for speed, our hollow f.berglass keel for windward ability, and sails by Morgan, this is the Melody—a Winner!

Charming decor in a variety of models will give you a yacht tailored to your requirements, yacht construction takes time, so place your Melody order early.



LOA — 32' • LWL — 20' • BEAM — 8'-6"
DISPLACEMENT — 5,500 to 5,800 Pounds
OUTBOARD or INBOARD Power
KEEL and CENTERBOARD Models
BARE HULLS and COMPLETED YACHTS
To Your Order • Trailer Delivery

Surfliner®

Corporation

LAKE WALES, FLORIDA

CHAS. M. HUNT, JR.

DESIGNER-BUILDER

West Coast Exclusive

ANDERSON & CRISTOFANI

Shipbuilders

INNES AVENUE and GRIFFITH STREET
SAN FRANCISCO 24, CALIFORNIA

PETTIT'S POLYPOXY PAINT is a newcomer to that manufacturer's well-known and comprehensive line of Shipendec marine enamels. These paints, formulated from epoxy resins, are furnished in easy-to-handle packaging. Their virtues are described as exceptionally high gloss, adhesion to any marine surface without special pre-treatment or primer, and abrasion resistance.

To apply Polypoxy, equal parts of pigmented base "A" and hardener "B," both in liquid form, are mixed, eliminating guesswork as to proportions and the need for juggling powder pigments. The resultant Polypoxy paints can be applied one hour after mixing, and have a usable life of 24 hours. They are brush-applied, dry in eight hours ready to sand or re-coat, and will air-dry at normal temperatures. They are now available in 10 Shipendec colors and in quart and pint packages.

A companion Pettit product is their Polyester resin, a fast-setting resin for bonding fiberglass cloth in boat resurfacing. It is said to furnish the ideal base for Pettit's Polypoxy paint.

PETTIT PAINT CO., 507-519 Main St., Belleville, N.J.

SONAR RADIOTELEPHONES AND SOUNDERS. The new 35-watt "Vanguard" portable radiotelephone is one of the latest additions to the Sonar Radio Corp. line of electronic equipment. Factory pre-tuned, complete with six crystals, permanent antenna, microphone and separate power supply, the "Vanguard" weighs nine lbs., has five marine radiotelephone channels and a standard broadcast band. It is said to be ideal for the smallest outboard boat, as well as the larger cruisers. A separate power supply, engineered for low current drain, may be mounted out of sight in any convenient place on the boat. The new model is listed at \$299.50.

Besides the "Vanguard" Sonar offers three larger radiotelephone models of 65, 94, and 150-watt power, and two depth indicators, the Model D-600 and the D-120B for

Exclusive features of the Sonar radiotelephones are the Sonar "Power Modulator" and "Antenna Pak" designed for greater talking power and low-power tune-up. Chassis design incorporates light, non-magnetic aluminum, and components are treated against salt-water deterioration.

SONAR RADIO CORP., 3050 West 21st St., Brooklyn 24, N.Y.

Model D600 Sonar
depth indicator re-
cords depths to
600 feet



The Vanguard ra-
diotelephone (be-
low) can be in-
stalled on a small
outboard



NEW CHRIS-CRAFT V8



\$1395*

*Suggested retail price, F.O.B. factory, subject to change

When you can get a marine engine that combines high horsepower and compact size at a low, low price—that's news, good news!

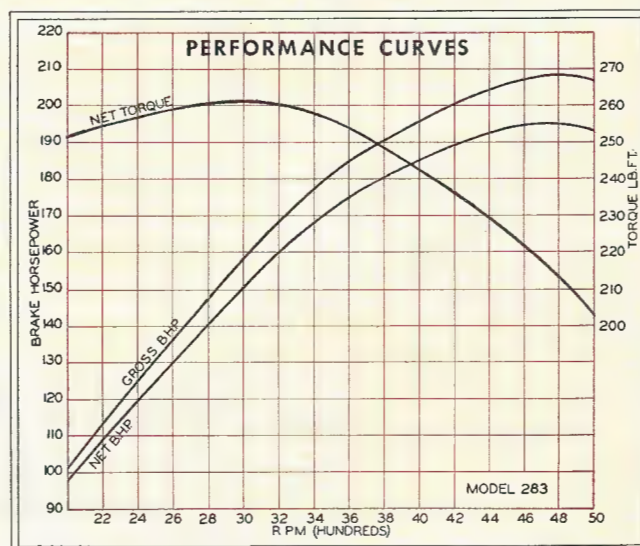
Chris-Craft has done it with the new "283" V8—the newest, most advanced marine engine in the industry . . . a powerful V8 that offers you sensational savings.

SAVE! Its low initial cost gives you the most engine for your boating dollar.

SAVE! Outstanding economy, reliability and smooth, fast, exhilarating performance are basic design features of the new "283" that save you money.

SAVE! Short stroke V8 design saves weight, saves installation space, and saves on operating costs.

Don't be misled by phony horsepower claims. You always get the rating you pay for with a Chris-Craft engine. See your Chris-Craft dealer now. Or write us for data on this and other famous Chris-Craft marine engines, from 60 through 200 hp.



We do not recommend turning this engine over 3600 rpm's. Use in excess of 4000 rpm's voids factory warranty.

Chris-Craft

MARINE ENGINE DIVISION

CHRIS-CRAFT CORPORATION, POMPANO BEACH, FLORIDA

WORLD'S LARGEST BUILDERS OF MOTOR BOATS

FEATURES—Weighs only 665 lbs. (dry with direct drive) • No premium fuels required • Each engine thoroughly tested and run under its own power before shipment • Opposite rotation, hydraulic transmission, and reduction-gear drives (1½ to 1, and 2 to 1) optional at extra cost • Rubber engine mounts • Rotating exhaust valves • Smooth operation, fast acceleration • 12-v electrical system • Full-flow oil filter

DEALER INQUIRIES INVITED!



Z-SPAR MARINE FINISHES for 1959 include a number of new products recently put into production after field testing periods. One such is Z-Spar #1000 Supreme Varnish, a heavy-bodied, fast-building varnish. Another is the Z-Spar P-32 Vinyl-Cop, a complete anti-fouling system for metal hulls.

Z-Spar continues to develop its products into "Painting Systems," with the separate materials required to do each complete job from start to finish marketed in combined step-by-step packages, said to simplify the job and insure proven results. Brolite Z-Spar Supreme Enamels are available in 87 colors. The Z-Spar painting systems are set up for use on wooden, plywood, fiberglass, metal and canvas-covered boats, and for production-line application by stock builders.

MARINE DIV. HQ., ANDREW BROWN CO., PO Box 22066, Los Angeles 22, Cal.



Reisinger's Siren is a light displacement sloop, 30' o.a.

REISINGER AUXILIARY YACHTS include four cruising sloops covering the range from the 32' o.a. Rhodes-designed Temptress, priced at \$13,900, down to the 25'6" o.a. Debutante at \$4500. The Temptress is 22' w.l., 8'6" beam, 4'6" draft, with 418 ft. of sail and a 25-hp. Universal auxiliary engine, and she sleeps four in the popular layout of two berths forward, two aft, and head and galley in the cabin between.

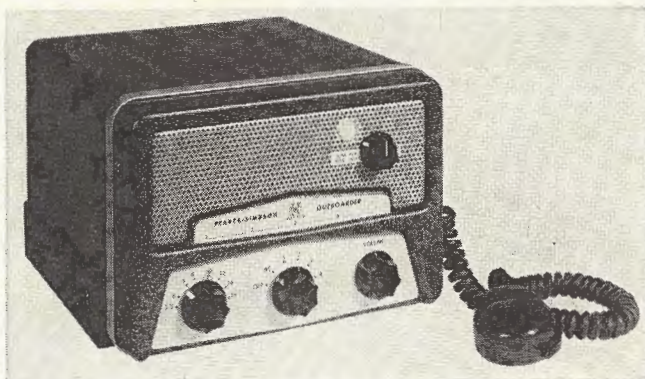
The Siren, 30' o.a., 24' w.l., 9' beam and 3' draft, is a reverse-sheer, light displacement, keel-centerboard type. Her sail area is 344 ft., and her engine and layout are much the same as those of the Temptress. A price of \$10,750 is quoted on the Siren.

In dimensions the two smaller boats are not unlike. The Coquette is 25' x 19' x 7' x 3'11", with optionally 240 or 290 feet of sail; the Debutante is 25'6" x 19'11" x 7'2" x 3'10" but the Debutante is a lighter-displacement boat (4800 against Coquette's 5700 lb.) with a bit less cabin room and a 5 hp. Penta engine against Coquette's 6 hp. Palmer. The Coquette is priced at \$6250.

These boats are built abroad and imported by Reisinger. REISINGER MARINE SALES, CO., Tappahannock, Va.



The Debutante, imported by Reisinger, sleeps three



"Outboarder" Pearce-Simpson radiotelephone is designed for small craft and has 12" width, 12" depth, and 7 1/2" height

PEARCE-SIMPSON "OUTBOARDER." According to the manufacturer, the new Pearce-Simpson "Outboarder" model radiotelephone is a revolutionary concept in radiotelephone equipment for small craft. Pre-tuned at the factory, it is designed for installation by the owner without technical assistance, and requires only a frequency check by a licensed technician. The "Outboarder" is rated at 20 watts input and has five channels plus broadcast band. The set is supplied complete with three pairs of crystals, antenna, and installation kit.

Included also in the Pearce-Simpson line of phones are the eight-channel, 130-watt "Carib"; the 10-channel, 150-watt Model M-7A, designed for installations where the finest appearance and high performance is required; and the 70-watt "Atlantic," which has five channels and a broadcast band. Prices are \$795.00, \$1500.00, and \$595.00 respectively.

In lower-powered models, the 45-watt "Islander" is offered as a package deal, for 6 or 12 volts, at \$375.00, which includes three pairs of crystals and antenna.

PEARCE-SIMPSON, INC., 2295 N.W. 14th St., Miami 35, Fla.

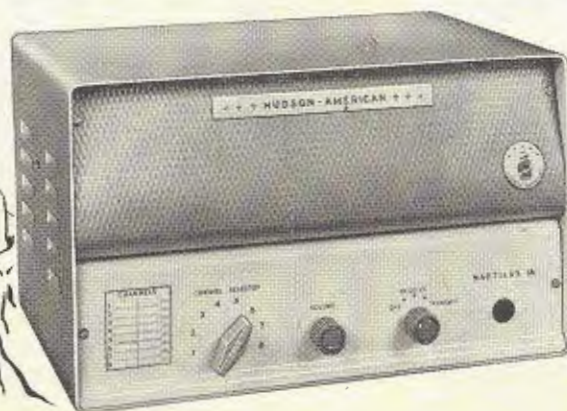


Also available from Pearce-Simpson are Tiffany Spark-shields, engineered to eliminate engine and ignition interference on electronic equipment

DEW-COATED PRE-MIXED OUTBOARD FUEL. Dew-Coated Pre-Mixed outboard fuel has become possible through the qualities of Dew-Coated lubrication which is formulated and blended specifically for the purpose of properly lubricating mechanical parts in the presence of fuels. Dew-Coated's chemicalization is intended to make it self-homogenizing with all fuels, thus eliminating oil fall-out during storage. Once mixed, Dew-Coated is said to require no further agitation during use. Properly lubricated outboard operation at reduced cost is claimed to result.

Dew-Coated products are available for upper cylinder lubrication or lubricated fuel for 4-cycle engines.

DEPENDABLE



F.C.C.
TYPE
ACCEPTED

NAUTILUS 1A

All-purpose Marine Radio Telephone with 8 pre-tuned channels.

See us at the Boat Show—Booths C222 and C223.

**UNDER ALL
CONDITIONS...
ALL THE TIME!**

Through the years . . . on all types of craft . . . in all weather . . . Hudson American Marine Radio Telephones have proved their superiority beyond doubt. Why take chances? Specify Hudson American. Consult your dealer for complete details.



HUDSON AMERICAN

DIVISION OF VOCALINE CO. OF AMERICA, INC., OLD SAYBROOK, CONN.

EXPORT DIVISION—100 EAST 42ND ST., NEW YORK 17, N. Y.

THE MOST RESPECTED NAME IN MARINE RADIO TELEPHONES

PLASTIC LETTERS AND NUMBERS are offered by the Bernard Engraving Co. for applying name, hailing port and official registration number to boats. They come in 3" and 5" sizes, in Gothic and Roman styles, and in two-color combinations such as black with yellow bevel, white with red, and gold with ebony. They are easily attached to the boat and removed to facilitate painting the hull.

Another Bernard product is a selection of some 50 Identiplates, white lettered on black plastic, bearing such legends as "Anchor Light," "Choke," "Reverse," "Water Pressure" for quick identification of controls.

BERNARD ENGRAVING CO., North 12th at Sherman, Toledo, Ohio.



Playmaster, a 14-ft. Glass Magic runabout for up to 50 hp.

NEW GLASS MAGIC HULL DESIGN. Newly introduced is the Glass Magic "Action-Flite" hull incorporating a non-trip bottom with special "trim-tab" chine designed to control the angle of bank and slip in fast turns plus an increasing V bottom intended to hold the planing hull flat while it breaks the waves, forming a cushion of water.

Eleven models make up the 1959 Glass Magic line. Fourteen-footers include the new Vixen high-style runabout; the Skimaster rated for larger horsepower motors; the Playmaster, a center deck runabout suited for larger motors; and the Custom Royal Playmaster.



Glass Magic Ranger, a 17-footer available with twin bunks

Among the larger hulls are a new open runabout, the 17-ft. Surfmaster, as well as the Baymaster and 19-ft. Cruisemaster. Completely new for 1959 are the 17-ft. Ranger and 19-ft. Voyager which mark Glass Magic's entry into the cabin hull field.

In the utility class there will be available the 14-ft. open Angler and the 12-ft. Nomad.

GLASS MAGIC, INC., 2759 Ludelle St., Ft. Worth 5, Tex.

THE ALROY EPOXY FIX KIT has proved highly effective as a permanent repair material and as a permanent bonding agent. Marine applications include repairing damaged hulls of wood, fiberglass or metal, stopping leaks in tanks, pipes and fittings, and many others. Since it does not depend on the evaporation of a solvent to solidify, but is cured by a catalyst it can be used under water.

The Fix-Kit consists of three basic components—a catalyst, a basic epoxy resin and a body-forming compound, easily used according to directions furnished. The resultant material remains resilient, expands and contracts with temperatures between 300° F and 55° below zero.

Alroy reports their heavy duty AR-703 epoxy coating is now available in white as well as the former black, gray and red colors.

ALROY PROCESS CO., 333 Hudson St., New York 13, N.Y.



The Old Town Lapstrake 16 uses outboard power up to 40 hp.

OLD TOWN BOATS AND CANOES cover a broad range of small craft. Long familiar are Old Town's canvas-covered paddling, sailing and outboard (square-stern) canoes and canvas-covered dinghies. Keeping pace with development in small boating, in latter years the Maine builders have added sailing and outboard boats to their output. Old Town's best known sailing boats are the cat-rigged 11½' dinghy and the lapstrake 13½' sloop which carries 90 feet of sail and lists at \$895.

Old Town outboard skiffs, 10'-16', for rowing and sailing, are lapstrake boats selling at from \$195 to \$400. More elaborate outboard boats, with various arrangements of interior fittings and decks, are built in 14', 16', 18' and 20' lengths and list at from \$425 to \$1695. They are clinker-built and are suitable for a range of outboard powers, the Lapstrake 20 being said to make 35 m.p.h. with twin 35-hp. motors.

OLD TOWN CANOE CO., Old Town, Maine.



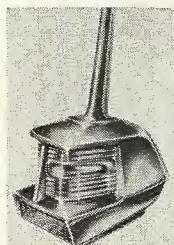
The Lapstrake 20 is Old Town's biggest boat

A RALPH WILEY MOTORSAILER bound to attract attention up and down the coast is a double-ended 44-footer for West Indies cruising. She will really sail, with her masthead sloop rig and cruises at better than eight knots, fully loaded, on two gal. of fuel an hour. Another West Indies cruiser to be, now under construction at this custom yacht building plant, is a 60' power boat with auxiliary sail, expected to cruise at 10 knots under her GM 6-71 diesel.

RALPH H. WILEY, Oxford, Md.



This 44' Ralph Wiley-built motorsailer is now cruising in the



THE ATTWOOD BRASS WORKS, Inc., 303 Douglas NW, Grand Rapids, Mich., stresses ultra-modern design in its many new boat fittings for 1959. An example is the ingenious combination of horn, bow light and flagstaff (right, below) and in the steering wheel and stern light with staff shown above

DF-O-MATIC NAVIGATOR RDF. The new portable radio direction finder offered by Allen-Bradford features positive to/from guide and has an exclusive left/right course indicator, according to the manufacturers. This P-202 Model DF-O-Matic Navigator is transistorized and operates on marine and air beacon bands as well as broadcast bands. It may be adapted to the boat's power supply.

Additional features of the unit include telescoping sense antenna, battery test light, earphone jack, 360° compass rose with knurled tuning dial, sensitivity meter and carrying handle. Priced at \$249.00 FOB, Chicago.

ALLEN-BRADFORD DIV., Coven Music Corp., 3181 N. Elston Ave., Chicago, Ill.

DF-O-Matic Navigator RDF, Model P-202, is 9" high, 10½" wide, 8" deep and weighs 10 lbs.



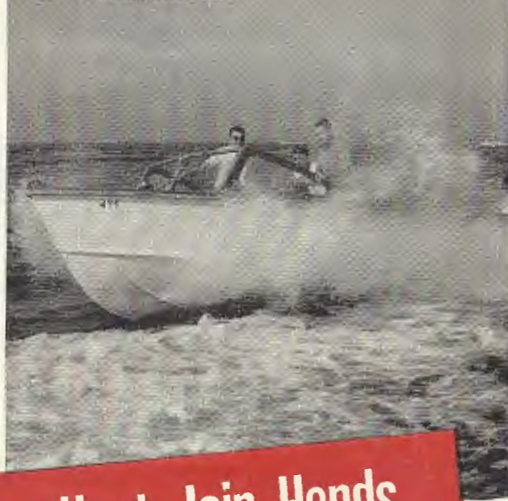
DEVCON MARINE REPAIR KIT. A versatile substance for many different kinds of repairs afloat is marketed in Devcon Marine Repair Kits, sold for \$3.95. Its manufacturers report that Devcon is useful for repairing such a diversity of objects as water and gasoline tanks, cracked motor blocks, rudders, turnbuckles, worn propellers, gouged or dry-rotted planking, and many others. Albert M. Creighton, Jr., head of the manufacturing company, first developed Devcon Plastic Steel a few years ago. Subsequently, as a yachtsman, he felt the need for a product which would expand and contract with wood, and the new Devcon Marine Repair Kit is the result. It can be molded by hand like clay, but in a couple of hours hardens (even under water) into a tough, strongly-adhesive material of many uses.

It is described as durable, non-rusting, non-magnetic, resistant to marine growth, unaffected by salt water or most chemicals, said not to shrink or expand, and capable of being machined.

Hunter 19



Hunter 23



Marscot Plastics and Ray Hunt Join Hands TO BRING YOU A THRILLING NEW CONCEPT IN POWER BOATING

This is a brilliant new line of powerboats. New features, new ideas and new designs make each boat a star performer in her class. All are made by Marscot Plastics whose experience in plastic and fiberglass construction dates from 1950. Marscot today has the background and skills essential to mold the 33 ft. cruiser for regular production. Their workmanship, materials and techniques coupled with the newest and best in design ideas produce boats that are truly new,

truly outstanding. Hunter Hulls are unique. They have great lift and stability due to the special hull section and the longitudinal "skis" under the hull. This feature gives a *soft* ride in rough weather. In addition the Hunter 23 has a centerboard for increased maneuverability in crowded anchorages. The Hunter 19 has a new "water tunnel ballast tube" — a device which prevents pooping on quick power shut-downs. It provides over four hundred pounds of ballast stability at rest, but drains at speed to increase the lift.

★ **The MARSCOT 33** — Designed with an eye to giving maximum room for offshore fishermen. Single or twin screw engines available. Accommodations for 4. Speeds up to 20 mph.

★ **The Marscot 26** — Designed for offshore fishing under all conditions. Extremely seaworthy. Available as open launch, cruiser or will build to customer's specifications. Speeds up to 20 mph.

★ **The Marscot 22** — Ideal boat for fun, family and fishing. Originally designed as a heavy weather boat, it has speeds in excess of 25 mph. Available in 3 models — Bass boat, Day boat and cruiser.

★ **The Marscot 18** — Perfect little boat for fishing the rugged New England Coast. Seaworthy, dry and with speeds in excess of 25 mph. Over 200 have been delivered.



VISIT BOOTH 14
NEW YORK BOAT SHOW

GEORGE D. O'DAY ASSOCIATES INC.

Dept. 1

9 NEWBURY ST.

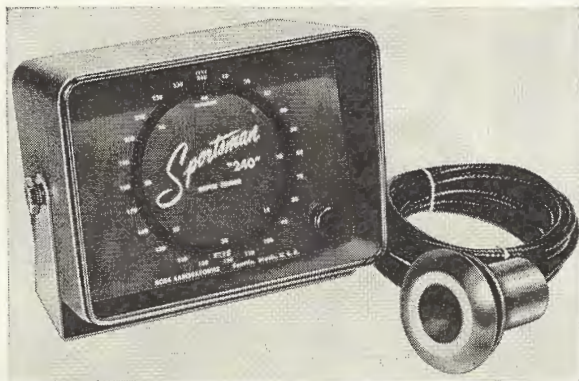
BOSTON 16, MASS.

Connecticut Office: POST ROAD, WESTPORT

Unfinished hulls also available.



The BOAT SHOW in Print



Ross Sportsman "240" with transistor circuit offers instantaneous readings without "warm-up" periods, and low power drain

ROSS LABS TRANSISTORIZED DEPTH FINDERS. With the announcement of the new 240-foot range transistorized Sportsman Depth Finders, Ross Laboratories, Seattle, Wash., now lists five fully-transistorized depth finders, specifically designed for pleasure boats of all sizes and types.

The new Sportsman "240" is available in two models—single unit construction and remote indicator type. Said to be designed for deluxe appearance and precision performance, these depth finders feature instantaneous warmup, high-intensity neon bulb, magnetic keying, and a six-transistor circuit which, according to the manufacturers, draws less than ½-amp current on 12 volts. Sets are available for 6, 12, or 32-volt operation. Price is approximately \$185.00, FOB Seattle.

In addition to the new 240-foot models, Ross offers three 80-foot Sportsman Depth Finders, which operate from a 7½-volt lantern-type dry cell battery, making them adaptable for use on outboard cruisers as well as larger craft. The Sportsman Transistor "80" is available in a single unit construction, deluxe remote indicator style, or a completely portable version, at \$128.50, \$148.50, and \$148.50, respectively, less battery.

ROSS LABS., 124 Lakeside Ave., Seattle 22, Wash.



Sportsman "S-80" transistor depth finder is available in remote-indicator model

JUSCALON COATINGS, the manufacturer reports, are tough liquid plastic coatings that go on right over old, sound paint, and adhere firmly to metal, wood, fiberglass or canvas, combining the durability of plastic with a flexible waterproof coating. Juscalon can be applied over paint, the makers explain, because it does not laminate, but penetrates through the surface coating. Millions of plastic particles seep into the cracks and pores and build up a plastic shield that Juscalon engineers say is glass-smooth and proof against acids, alkalis, petroleum and other chemicals. It expands and contracts with the temperature.

Juscalon Ice Cool White is said to reduce sun heat in cabins as much as 40 deg. because of a new pigmentation which

THE INTERNATIONAL 500, Designed by Robert G. Henry Jr., is a four-berth auxiliary cruising sloop or yawl built in Germany and imported here by Cluett & Co. She is 31'3" o.a., 23'6" w.l., 8'8" beam, 4'8" draft, with 500 ft. of sail and a 22-hp. Palmer auxiliary engine. Options include two different cabin layouts, either standard sloop, masthead sloop, or yawl rig; tiller or wheel steering and numerous items of equipment. The boat's sailing qualities are attested by the fact that the first of them imported to this country, *Esprit*, took a first place in the Off Soundings Club's 1958 spring races.

Specifications include white oak keel and frames, African mahogany planking, optional teak or canvas decks, iron ballast keel, 30-gal. water and 20-gal. gasoline tanks. Trim is African mahogany, and for a small extra charge varnished topsides may be had. Mr. Henry, who some years ago produced the highly popular Oxford 400, a somewhat smaller sloop, designed the International 500 exclusively for Cluett & Co.

CLUETT & CO., INC., Yacht Haven, Stamford, Conn.

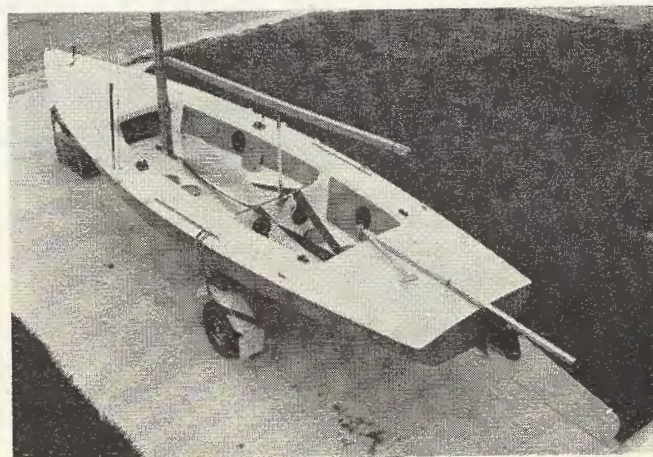


The International 500 cruising sloop, imported by Cluett

FIBERGLASS FLYING DUTCHMAN is an importation by Van Voast Marine from Italy, where the FD Class will be one of the official international classes in the next Olympic Games. Van Voast reports that these plastic FDs have been proven to have identical racing qualities with their molded plywood counterparts, plus the advantage of easy maintenance. The Van Voast importations contain no wood whatever. The U-shaped guard rail serves the additional purposes of keeping the spray down and making a carrying handle. Hardware and rigging are stainless steel, spars aluminum. Four watertight compartments provide some 3000 lb. of flotation.

Van Voast also handles custom-made molded plywood Dutchmen, and in addition the Flying Junior, a 13' little sister of the 19'10" o.a. Flying Dutchman, in either structural material.

VAN VOAST MARINE, 284 Queens Court, W. Palm Beach, Fla.



A Van Voast-imported plastic Flying Dutchman, showing round

Make sure you're protected

STORM FIRE EXPLOSIONS LOSS OF LIFE PERSONAL INJURY COLLISION WITH OTHER VESSELS, DOCKS, ETC. STRANDING ASSAILING THIEVES MEDICAL PAYMENTS



For Complete
YACHT INSURANCE
See Your Travelers Agent Or Broker

THE TRAVELERS
INSURANCE COMPANIES • HARTFORD, CONNECTICUT

MARPROX RUBBER CEMENT is a new product introduced as a companion to its long famous Sealer 800 and Sealer 900 by Marine Products, Inc., of Oshkosh, Wis. The new cement, the makers say, is the identical material used by outboard manufacturers to bond rubber gaskets and grommets to outboard motor shrouds. It is also recommended for bonding rubber or Neoprene to rubber or steel; canvas to canvas, wood or metal, and for affixing sponge weather-strip to automobile and refrigerator doors. It sets fast, develops full bond-strength in three to four hours, and is resistant to oil, water and weather. It comes in a three-oz. applicator tube.

Lakerfill Plastic Putty and Surfacers was introduced by Marine Products for filling nail and screw holes, glazing checks, dents in wood, metal and concrete. Still other Marprox products are Sealer 700, Sealer 1000, Metal Mastic and Sealer Solvent.

MARINE PRODUCTS, INC., 783 Pearl Ave., Oshkosh, Wis.

BOAT KITS BY CUSTOM-CRAFT. Custom-Craft, for 1959, will again offer boat kits for which the manufacturer claims simplicity of construction, advanced styling, and top performance, all resulting from intensive engineering effort.



Custom-Craft's 17-ft. Belaire Sportsman

Said to be a first in the boat kit field is the one piece molded fiberglass deck presented by Custom-Craft. Their new line of kits, with completed fiberglass decks, are said to permit assembly by the amateur in one-half the usual time. Once the hull is assembled, the completed deck is placed in position and fastened, and the outfit is ready for the installation of hardware, motor and controls. The finished product is said to present a professional appearance.

New to Custom Craft will be the 22-ft. line of Victory Cruisers and Runabouts, the 20-ft. line of Viking Cruisers and Runabouts and a 17-ft. line of Cruisers with 6-ft., 10-in. beam.

The complete line consists of 70 models from eight to 22 ft..

CUSTOM-CRAFT, 1700 Niagara St., Buffalo, N.Y.



The RICHLAND MFG. CO., of Richland, Mo., refers to this boat as its Big 16 Day Cruiser, although she is not strictly speaking a cruising boat. She has 6' beam, Styrofoam flotation, five keels, is built of .072-gauge aluminum alloy, and is rated to handle up to 100 hp. She will carry 10 people

new apelco

Transistorized 2-WAY RADIO for your OUTBOARD



Model
AE-17M

- Transistorized... Low battery drain... 12 volt DC operation...
- 20 watts input power...
- Automatic noise limiter...
- Antenna trimmer for maximum efficiency...
- Special loaded "Flexi-dyne" antenna with base mounting...
- 3-crystal controlled channels within 2000 to 3000 kilocycle "marine band"...
- Fully climatized... protected against moisture, corrosion, fungus.

THIS IS NOT LINE-OF-SIGHT RADIO

Operates on long-range standard marine frequencies in use by boats throughout the world for emergency calls and ship-to-shore telephone.

Here is "packaged" 2-way radio designed expressly for outboard use by APELCO, world's largest manufacturer of marine radio-telephones and crafted to the highest standards of performance and reliability.

Model AE-17 gives you 20 watts input power, provides multi-channel, dependable operation on standard long-range marine bands... is complete with antenna and crystals.

Compact... less than one-half cubic foot! Both radio and the special loaded antenna are arranged for quick, convenient mounting... can be simply removed from the boat for storage.

Now... be fully informed... on group cruises... on fishing conditions... weather... time... emergency reports. Make calls over land telephone and to lock masters. Enjoy music, sports, news, with built-in standard broadcast band. Relax... enjoy the comforting feeling that you... and your family... are always within talking distance of other boats... Coast Guard... shore-based rescue units... in case of any emergency.

"Packaged"... complete, ready for use. Includes antenna, crystals for 2 channels, press-to-talk microphone, built-in speaker, quick action mounting bracket.

249⁵⁰

SLIGHTLY HIGHER IN SOME AREAS

Applied Electronics Co. Inc.
213 East Grand Ave. South San Francisco, Calif.
Please mail to me, free of charge, your new brochure,
"Radiotelephone for Outboard Fun and Safety."

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ADDRESS. _____

Number Street

City Zone State

Write today
for free
Apelco
brochure

Also available...



99⁵⁰

SEA SCAMP, 2-band receiver provides marine band and standard broadcast reception for outboards. Operates on 12 volts DC, features high sensitivity... low current drain... avoids need for costly dry batteries. Excellent for use in club cruises where lead and trailing boats have AE-17 2-way radios and other boats have SEA SCAMP receivers to tune in for instructions, etc.

APPLIED ELECTRONICS CO., INC.

SOUTH SAN FRANCISCO, CALIFORNIA.

In America...one brand of marine radiotelephone outsells all others!

apelco



Through the years Apelco has earned its reputation for outstanding performance and reliability ... has combined experienced engineering with careful manufacturing detail to build the finest electronic products available. In 1959, Apelco's expanded line includes powerful new radio telephones for every boat ... for every budget. New 2-way radios for outboards ... "Power-Packages" for smaller inboards ... long-range equipment for the cruising yacht ... direction finders ... transistorized standby receivers ... a sensational new depth sounder ... the model AP-12 auto-pilot.



The exciting new AE-32AM is a 45 watt, 5-channel radiotelephone. This is the Apelco big value, "Power package"...comes complete with efficient center-loaded vertical antenna and mounting blocks, also crystals for three channels.

Equipment is precision built...is pre-tuned and matched to the antenna *at the factory*. It represents highest value, saves you money on initial cost... on installation.

Circuit features include a positive-action noise limiter for better quieter reception.

Styling is clean-cut, modern...unit is finished in attractive blending colors.

Model AE-32AM365.00

INCLUDES ANTENNA AND MOUNTS, ALSO CRYSTALS FOR 3-CHANNELS.



The new AE-56AM is a 65 watt radiotelephone with every desirable modern feature. It has 6-crystal controlled channels, covers frequency range of 2000-6000 kcs. Also has tunable standard BC band.

Circuit features include Apelco Variable MU signal Gate for muted standby operation and a positive action noise limiter.

This modern set is finished in Pebble Brown and Gull Gray decorator colors, blends well with finely crafted cabin interiors.

Model AE-56AM482.00
LESS ANTENNA, MOUNTS AND CRYSTALS.

Other new Apelco radiotelephones to 250 watts input power are also available.

APELCO STYLING BY SMITH AND TEPPER ASSOCIATES, SAN FRANCISCO

apelco

APPLIED ELECTRONICS COMPANY, INC.

215 East Grand Ave. South San Francisco, Calif.



Crosby lists this 17'10" cabin outboard as the *Cruisette*

NEW AND BIGGER CROSBY BOATS add to that builder's already extensive fleet for 1959. All the Crosby Aeromarine boats are of molded fiberglass. Feature of the new line will be the 25' Antigua cruiser, which is said to have accommodations for four, in a double berth and dinette. Inboard or outboard power is optional.

Crosby Aeromarine will continue building its extensive line of smaller boats, with a number of innovations. Foam flotation will be poured under decks and in other unused spaces. Crosby boats will be molded in colors as well as white. To prevent damage to wiring, wire for all circuits are molded into the hull or deck. Safety glass windshields are standard equipment in the larger boats, as is positive steering in place of cable on all custom models.

CROSBY AEROMARINE CO., Grabbill, Ind.



The Crosby Aeromarine Capri is 16' long, seats six

CHETEK BUILDS LAPSTRAKE CRAFT. The 1959 line of Chetek outboard hulls consists of nine lapstrake models having 5-ply marine fir plywood planking, Wisconsin oak framing, marine mahogany plywood decks, bronze or brass screw fastenings, 1½ in. marine mahogany plywood transoms and a finish of marine enamel and spar varnish.

Models available are three in the Mam'selle series (14 ft. by 5 ft., 8 in.), a trio of Debutantes having a length of 16 ft. and a beam of 6 ft., the 17 ft. by 6 ft., 10 in. Duchess and a pair of Contessas measuring 18 ft. by 6 ft., 10 in.

Latest and largest addition to the Chetek fleet is the 19½' Regal Contessa, a lapstrake boat with 7' beam.

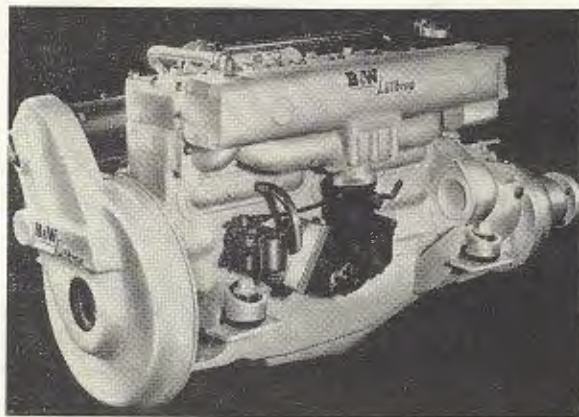
CHETEK BOAT CORP., Chetek, Wis.



B & W LATHROP ENGINES IN FOUR SIZES. B & W Lathrop gasoline marine engines will be available in the following sizes: a 58-cu. in. "four" rated 30 hp. at 4000 r.p.m.; a 133-cu. in. "four" which develops 60 hp. at 4200 and a pair six cylinder models, one developing 130 hp. at 3000 from a displacement of 320 cu. in., the other, 155 hp. at 3400 on a displacement of 339 cu. in.

Features of these engines include full length water jackets surrounding the cylinders, seven main bearings on the sixes and three on the four-cylinder engines, corrosion-resistant valve springs, replaceable shell type main and rod bearings, 12-volt electrical systems on all but the 30-hp. engine and optional reduction gears on all models.

BURMEISTER & WAIN AMERICAN CORP., Mystic, Conn.



Six-cylinder B & W Lathrop rated at 155 hp.

THE LARGEST SCHOONER YACHT built anywhere in 30 years is under construction at the Amsterdam Shipyard in Holland, reports that company's president, G. deVries Lentsch Jr. Designed by Robert Clark of London, she will be 170'8" long o.a., 121'6" w.l., 28' beam, 15' draft, and carry over 9,000 ft. of sail and two diesel engines. This and a number of other custom-built steel yachts are to be launched during 1959.

At the other end of its size scale, the Amsterdam yard is embarking on a new program of building, as stock boats, a considerable number of molded plastic power cruisers, 26'3" long and 8'9" beam. They are either single or twin screw as desired, sleep four, and have enclosed head, good stowage room and well equipped galley. The first of them was built with an American engine, a 65-hp. Universal.

AMSTERDAM SHIPYARD Ltd., Grasweg 60-62, Amsterdam-N, Holland.



The Amsterdam Shipyard's new 26'3" plastic cruiser

THE HONEST JOHN MARINE TOILET is described as a simple, practical, do-it-yourself head which may be installed by a boat owner in one afternoon by using the kit provided with it. It occupies little space and sells for \$57.50. Another product of the American Hard Rubber Co. is Ace Reinforced Plastic Washdown Hose, of light vinyl construction, reinforced with nylon tire cord, sold at \$6.98 per 50' length.

AMERICAN HARD RUBBER CO. (Div. of Amerace Corp.)



New 18½' lapstrake Dunphy for up to 140 outboard hp.

DUNPHY LINE EXPANDED. Flagship of the expanded 1959 line of Dunphy lapstrakes is the Bluewater with an 18 ft. 6 in. center line length, 7 ft. beam and a 3 ft. 6 in. depth. She will handle single or multiple motors up to 140 hp. for speeds to 42 m.p.h. Among Bluewater's features are a forward deck hatch, stern lockers and an under the seat sea chest.

Completing the lapstrake line are the Beachcomber and Reefmaster (13 ft. 2 in. center line length), the Surf Rider and Surfmaster (14 ft. 6 in. in length) and the 16 ft. center line length Whitecapper and Coastliner. All lapstrakes are fully saltwater fastened and are made of best grade marine plywood.

Major design changes in molded mahogany models include "softer" bow and forward sections for smoother riding. New to the line is the 16 ft. Senior Ski Rider. Others in the molded series are the 16 ft. Blue Fins, 14 ft. 6 in. Albacores, 14 ft. 2 in. Bonitos and a 14 ft. fish boat.

Most Dunphy models will again feature the Magic Carpet seat springs—an arrangement of aluminum levers and rubber springs that soften the jolt of waves.

THE DUNPHY BOAT CORP., Oshkosh, Wis.



Typical of Dunphy molded mahogany hulls is this 16 footer

FIRE RETARDANT YACHT PAINT has been announced by the Federal Paint Co., which says this is the first time this safety feature has been provided especially for pleasure craft. This paint includes formulas that prevent its supporting combustion, similar to those used in naval work, and for yacht application is furnished in a selected group of colors suitable for finishing the interiors of pleasure craft of all kinds. This paint is said to expel fire-smothering gases when triggered by flame and intense heat.

The manufacturers offer a free "home" demonstration.

FEDERAL PAINT CO., INC., 33 Rector St., New York 6, N.Y.

THURSTON SAILS offers a new booklet chock-full of useful information on sails, including new methods of sail construction that these sailmakers have found desirable. Titled "Skill is the Secret of Sailmaking," this informative and provocative booklet can be had in quantity without charge for use of sailing instructors at yacht clubs or associations.

THURSTON SAILS, INC., 406 Water St., Warren, R.I.

6-AND 10-MAN INFLATABLE LIFE RAFTS WITH 7 VITAL SAFETY FEATURES!



- Automatically inflated Boarding Station with hand grips
- Separate air compartments
- Fully inflated in one fast operation
- Durable vulcanized seams
- High-visibility yellow canopy protects against sun and winds
- Inflatable floor insulates against cold
- Built-in sea water ballast bags

Now, for commercial use, a U.S. Rubber-developed life raft—manufactured to safety standards of the U.S. Navy. Made of neoprene-coated nylon in 6- and 10-man sizes, it resists deterioration...lasts years longer. It stores easily and compactly in its own carrying case. One quick pull on a single lanyard inflates entire raft. After 15 seconds, it's boardable...after 30 seconds it's ready for the roughest seas. Separate air compartments prevent sinking if one compartment is damaged. Built-in boarding station makes climbing onto raft fast, simple, safe...eliminates rope ladders and other devices. Equipped with 14 essential pieces of survival gear. Other models of inflatable life rafts and sporting dinghies also available. Write for more information and prices to United States Rubber, Providence 1, Rhode Island.

SEE THESE RAFTS AND DINGHIES AT THE NEW YORK BOAT SHOW, REVERE SUPPLY CO. BOOTH C 207



United States Rubber



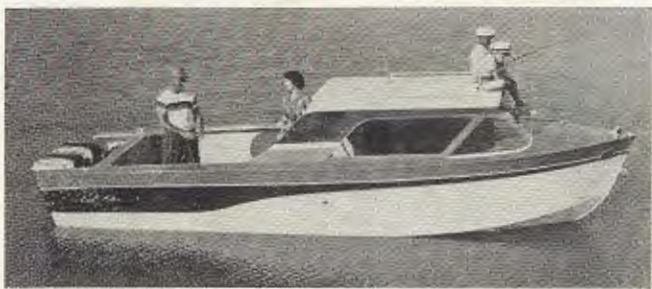
The BOAT SHOW in Print



One of the new Aluma Craft for 1959 is the Queen 16. With 6'1" beam, 6'8" transom and average hull depth of 32", this 17-foot aluminum runabout is OBC certified to handle outboard power up to 80 hp. Color combinations are offered. ALUMA CRAFT BOAT CO., 1515 N.E. Central, Minneapolis 13, Minn.

A NEW ANEMOMETER in cast aluminum, suitable for boat, home, club or office use, sells at \$65. Its AC generator mounts on roof, cabin top or aloft and is gasketed against weather damage.

ROCHESTER INSTRUMENT CO., 120 Crossover Rd., Fairport, N.Y.



The 23' aluminum Lone Star Cruise Liner

LONE STAR BOAT CO. 1959 line of 40 aluminum and fiberglass models has 11 boats entirely new in every respect. It has three categories: cruisers and cruisettes, sport boats and utilities, and all of them feature new tri-tone styling in white, charcoal and a choice of red, blue, gold or coral. There are six aluminum and four fiberglass boats in the cruiser-cruisette category, including a new aluminum 15' Saratoga cruisette, an 18' Bar Harbor fiberglass express and 16' Bermuda and Catalina cruisettes of fiberglass. There are a new economy-priced 14' Monterey and 15' high-styled Flamingo in the 19-model sport boat field and there are 10 aluminum and one fiberglass models in the utility fishing boat category, ranging from 12' to 16'. The new 14' Everglade is priced under \$300. An innovation in the sport boat field is a transom splash-well to keep after interiors dry and clean.

LONE STAR BOAT CO., Box 698, Grand Prairie, Texas



Lone Star's fiberglass Everglade (left) and aluminum King Com



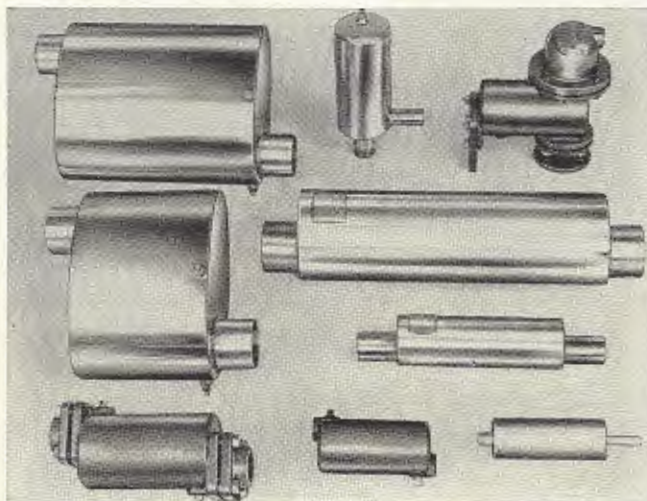
Ansul Model D dry-chemical extinguishers of 5-30 lb. capacity

DRY CHEMICAL FIRE EXTINGUISHERS, manufactured by Ansul, range from 2½-lb. to 2000-lb. units, including hand-portable units of 2½, 5, 10, 20 and 30-lb. capacity and stationary extinguishers from 150-lb. to 2000. The Ansul extinguishers now meet Coast Guard requirements for commercial and pleasure boats as well as such installations as off-shore oil drilling rigs.

Ansul's new D models incorporate many improvements. They are said to give "fresh-fill" performance under all conditions and to have improved gas tightness. Rearrangement of the gas tube and ports gives maximum fluidization without inverting the container. The operation of the extinguishers has been simplified and their resistance to corrosion improved. The portable units are obtainable in either fire-equipment red or high-visibility white colors.

Latest addition to the Ansul line is the 2½-lb. "canon-ball" model which stows away in minimum-space places and uses a laboratory-inspected spare cartridge for immediate re-charging after use.

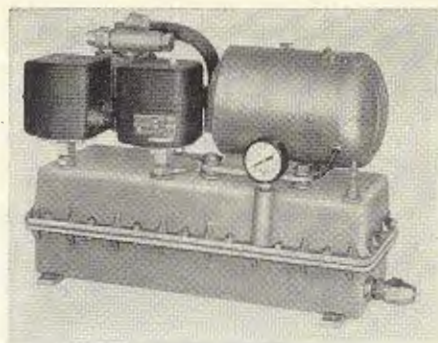
ANSUL CHEMICAL CO., Marinette, Wis.



These nine items typify the 1959 line of Maxim marine exhaust silencers. The two large Monel silencers (upper left) were designed for modern, high-speed engines; upper right and center are silencers for below-water-line installations; immediately below these are two of the "MO" series of compact Monel silencers for above-water-line service; lower left and center are standard, cast iron, above-water-line silencers as specified by many engine builders; lower right is one type often used for dry exhausts.

These models will be on display at the New York Boat Show where experienced personnel will be on hand to answer boatmen's questions concerning noise suppression problems. Silencer information sheets, designed specifically for the products of each engine manufacturer, will be available. THE MAXIM SILENCER CO., 25 H... A... United Corp.

The Crowell Model FAS Automatic Water Pressure System



CROWELL DESIGNS PRODUCTS FOR YACHTS fill a variety of needs. Crowell makes electric pumps of several types for different uses, such as bilge pumps, water pressure systems, washdown pumps, fishwell pumps, sump pumps, etc. Crowell's Model FAS Automatic Water Pressure System is compact—15" by 6½" by 10½"—yet furnishes enough running water for very large yachts, and can be mounted in any position. Model D, of even higher capacity, requires a separate tank.

Other Crowell products include the Flow View Strainer, with pyrex exterior and Monel basket; the Hydraulic Helm, simplifying installation with multiple steering stations; the Rudder Angle Indicator; Electric Motors in all DC voltages, up to a quarter-horsepower; and numerous other items of equipment that contribute to safe and enjoyable cruising.

CROWELL DESIGNS, INC., 2106 Bridge Ave., Point Pleasant, N.J.



Bay Head's 36' luxury version of the Jersey sea skiff

"**LUXURY VERSION OF THE SEA SKIFF**" is what her builders call the 36', 40-m.p.h. cruiser being displayed at the New York Boat Show by the Bay Head Skiff Division of New Jersey Yacht Sales Corp. She has twin 275-hp. Chrysler engines, and inside her typical lapstrake Jersey skiff hull is an interior done in such fancy woods as Hawaiian koa and African limba.

The cabin of the 36-footer sleeps five; has a separate head and basin in crew's quarters forward; and has such luxury touches as a hand-rubbed African walnut table that converts into a double bed; electrically equipped stainless-steel galley, electric refrigerator, a serving bar on the bridge, a complete vanity section and hot water shower. The decorations are turquoise and gold, cabin sole African mahogany striped with holly; cushions are deep foam rubber, Cohyde covered; Peruvian linen curtains. Even the fish live high, in a Monel tank under the cockpit.

BAY HEAD SKIFFS, Rt. 35 and Manasquan River, Point Pleasant Beach, N. J.

VARIED LINE OF MARINE EQUIPMENT. Included in the 1959 offerings of Design Products, Inc. are the Little Whiz ski hitch, a towing fitting for outboards, Aqua Life bait bucket aerators, Troll-rite fishing rod holders, Bosun's Bar non-trip drink holders, Rolla-ski outboard towing fittings, and Speed Wand hand-held speedometers.

DESIGN PRODUCTS, INC., 1177 Central Ave., Sarasota, Fla.

FINE BOATS HAVE
ONE THING IN COMMON



SILENCERS by MAXIM

Specified by designers and builders of the world's finest yachts for 40 years

Superbly engineered to do the job — made of sea-going metals to stand the gaff



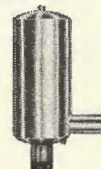
CAST TYPE SILENCERS
standard for years,
durable grey iron.



MODEL MO MONEL
excellent silencing,
ideal in tight space.



MODEL TR CAST
operates efficiently with
minimum cooling water.



MODEL TR3 MONEL
same as Model TR, but
lighter, more compact.

THE MAXIM SILENCER COMPANY

Subsidiary of Emhart Manufacturing Company

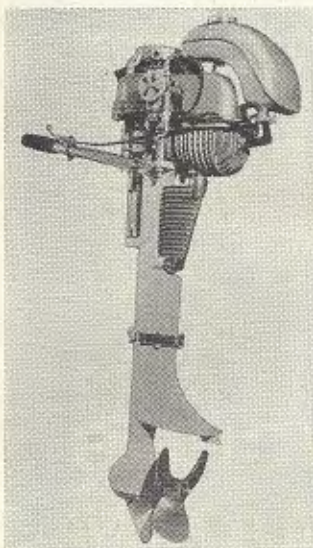
76 HOMESTEAD AVENUE, HARTFORD, CONNECTICUT

**VISIT
BOOTH C-117
at the N. Y. Show**

If you can't make
the Show...write
for details

THE MAXIM SILENCER COMPANY
Subsidiary of Emhart Manufacturing Company
76 HOMESTEAD AVENUE, HARTFORD, CONN.
Please send the facts about Maxim Silencers.
Tell me which types are suitable for my engines,
which are

Make Model
Cruising RPM
Name
Address
City State



Seachief 4-hp. air cooled outboard

SEACHIEF AIR-COOLED OUTBOARDS. First models of Seachief air-cooled outboard motors to be introduced are the 2-hp. Cadet and 4-hp. Captain. They are cooled by air through a blower built on to the crankshaft, which forces air through ducting to the cylinder and cylinder head. This is claimed to eliminate flushing and the risk of internal silting and corrosion.

Seachief outboards use the "J.A.P." one-cylinder, 2-cycle motor. Shaft extensions in 4 and 6" lengths are offered to adapt these motors to deep transoms.

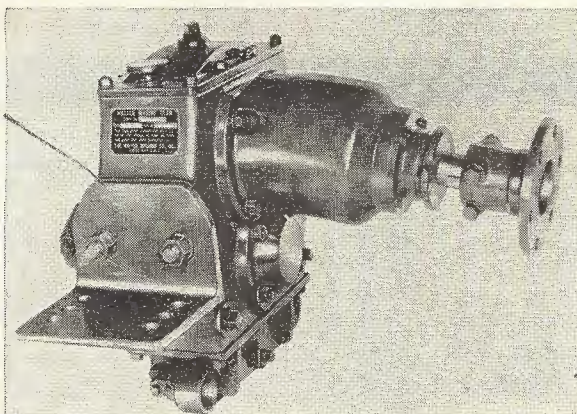
BRITISH MARINE PRODUCTS, LTD., DIV. OF BRITISH INDUSTRIES CORP., 80 Shore Rd., Port Washington, N.Y.

NEW DAHMER PRODUCTS. A number of new items appear in the 1959 82-page catalogue of Henry Dahmer, Inc., marine hardware manufacturers. In the marine plumbing line are two new boat toilets, Models H and L, and new corner and flat-back sinks. Of vitreous china with bronze metal parts, all these items are made in white, blue, green, yellow and rose. Prices start at \$57.

Also new in the Dahmer catalogue is the Rust-Kleen Filter, recommended as a filter and rust preventer on old and new engines in fresh or salt water. The new catalogue is available for 25¢.

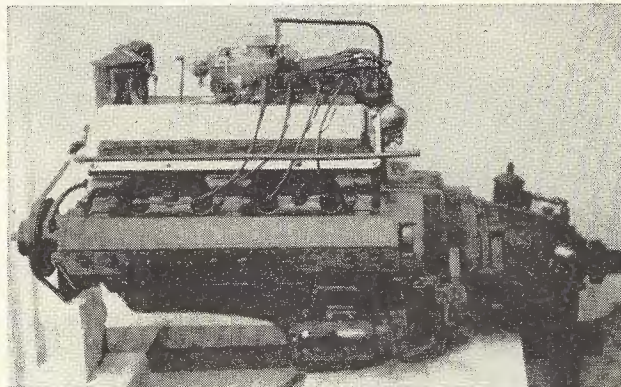
HENRY DAHMER, INC., Keyport, N.J.

DOWN ANGLE GEARS BY WALTER. The Walter Down Angle reduction gear is a heavy duty unit permitting a level engine position instead of having the engine inclined at the shaft angle. The 10 degree down angle reduces the height of the engine, resulting in a lower center of gravity and lower deck height.



The front section of this unit has a built-in double universal joint flexibly enclosed by spring-loaded oil seals that retain lubricant while permitting angular and axial misalignment. Available for engines up to 200 hp., the drive comes in several reduction and step-up ratios.

THE WALTER MACHINE CO. INC., 84-98 Cambridge Ave., Jersey City 7, N.J.



Packard V-8 engine with Stokes conversion

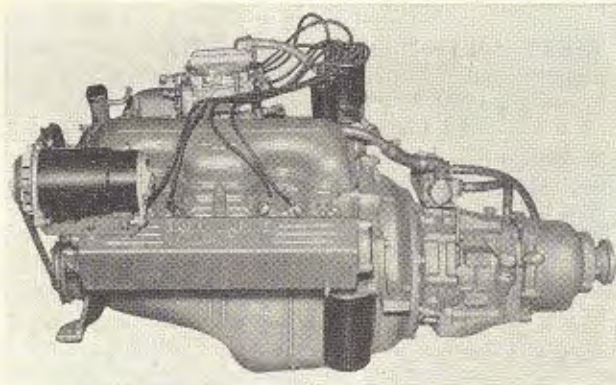
STOKES OFFERS MANY CONVERSIONS. The Stokes in-board engine line for 1959 consists of conversions of the following new engines: Willys 75-hp. Lightning Six, Hudson Wasp 126-hp. Six, Hudson Hornet 170-hp. Six, 275-hp. Packard V-8 and 180-hp. Pontiac V-8.

In addition Stokes will continue to provide rebuilt engines in all models of Ford Six, Ford V-8, Plymouth and Dodge V-8 Chevrolet V-8, Olds V-8, Chrysler V-8, Studebaker Champion Six and Crosley Four. These are rebuilt blocks with new conversion equipment.

All engines are available with a choice of popularly priced converted transmissions, Paragon reverse and reduction gears, and Borg Warner hydraulic "Velvet" drive reverse and reduction gears.

Conversion kits are offered for all the above engines plus all 1959 motors.

STOKES MARINE SUPPLY CO., 505 E. Chicago St., Coldwater, Mich.



Barr conversion on 280-hp. Chevrolet Impala engine

BARR OFFERS MARINE CONVERSIONS. Recently introduced Barr conversions include those for 1959 models of Buick, Cadillac, Chevrolet, Chrysler, DeSoto, Dodge, Edsel, Ford, Lincoln, Mercury; Oldsmobile, Plymouth and Pontiac engines. Also available are conversions for many of these engines dating as far back as 1937.

Barr offers a choice of gears in mechanically operated types as well as hydraulic reverse and reduction units such as the Borg-Warner Velvet Drive.

BARR MARINE PRODUCTS CO., 2700 E. Castor Ave., Philadelphia 24, Pa.

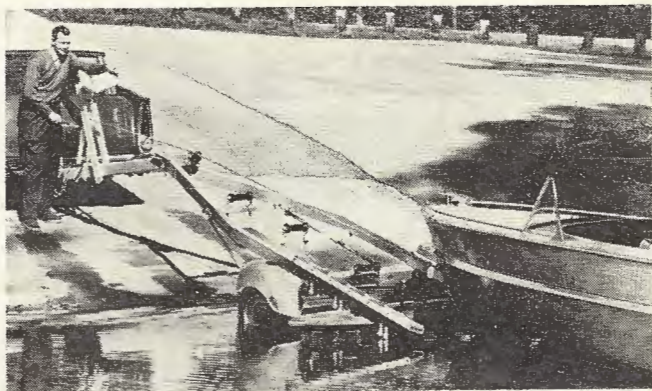


The Caravel is a British-built, three-berth auxiliary cruising sloop imported here by Cheverton Boats

THE CARAVEL, 23-FT. CRUISING SLOOP, is a British importation offered in the American market by Cheverton Boats, of New York. She is 18' w.l., 7'5" beam, 3' draft, with 228 ft. of sail and a 4-hp. auxiliary engine. She has a three-berth cruising layout and is priced at around \$5,000 laid down at an Atlantic Coast port. She is built to first rate specifications, and has Dacron sails.

Also built in England by David Cheverton & Partners from their own designs is a larger sloop, the Campaigner, 28' o.a., 21'6" w.l., 8'2" beam, 4' draft, with 300 ft. of sail, and 8 hp. engine and a four-berth cruising layout. She is offered at a price of \$7400 including working sails and all gear.

CHEVERTON BOATS, Box 187, Wall St. Station, New York 5, N.Y.



It's just a matter of a very little time and a very small effort from a boat in the water (above) to a boat loaded and ready for the road on her Tee-Nee Trailer. Break-frame design, strategically-located rollers and winches with stepped-up gear ratio are features of the 1959 Tee-Nee, as are strengthened axles and improved suspension. TEE-NEE TRAILER CO., 215 Indianola Ave., Youngstown, Ohio



METER TEST* SHOWS HOW



YOUR BOAT CAN HAVE EXTRA BEAUTY ALL SEASON LONG

Chuck Ulman's famous Legend, Over-All winner 1958 Honolulu Race, looks sparkling, clean and white after 18 months of relentless exposure to sun, salt water and the 6000 mile round trip to Hawaii. And no wonder. Gloss meter tests prove the Z-Spar topside enamel has retained over 88% of its original high gloss. It actually reads higher than nearby boats painted with competitive enamels less than six months ago. Give your boat this top beauty and protection; specify Brolite Z-Spar Supreme Marine Enamels.

★ Pictured above:

Chuck Ulman, partner in Newport Harbor's efficient "Service Afloat" and Andrew Brown Company's Jack Lockwood, toss generalities aside and check Legend's topsides with a Photovolt Gloss Meter. Before the Honolulu Race, Chuck brought Legend in 1st, class A, in the 1957 Acapulco classic.



Brolite
Z-SPAR
SUPREME MARINE FINISHES

ANDREW BROWN COMPANY

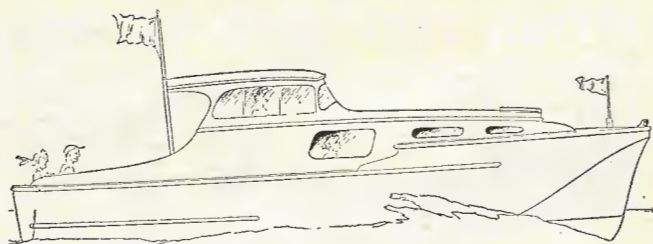
FACTORIES: P.O. Box 22066, Los Angeles 22, California
P.O. Box 246, Irving, Texas • P.O. Box 229, Laurel, Maryland

FACTORY WAREHOUSE:

1223 E. Pike St., Seattle 22, Washington



The BOAT SHOW in Print



Profile sketch of the new Luders 30' Little Gulfer

THE LUDERS LITTLE GULFER is a new 30' version of a 26' plan of that name that appeared in *YACHTING* some time ago. With a beam of 10' and draft of 2'6" she has a private stateroom for two, convertible dinette, ample stowage space, galley and toilet room, besides a large self-bailing cockpit. The boat has the Luders patented bow, and is expected to make a top speed of 24 m.p.h. and cruise at 18-20 m.p.h. with twin gasoline engines—diesel power is obtainable. A prototype is to be built in wood; future production of this boat may be in fiberglass.

LUDERS MARINE CONSTRUCTION CO., Box 1275, Stamford, Conn.



The Flying Scot, Douglass-designed, carries a generous sail spread on her aluminum spars. Capable of high planing speeds, she is a workable single-hander, easy for two to sail, yet can carry a big party in her cockpit.

THE DOUGLASS-DESIGNED FLYING SCOT is a 19' o.a., molded fiberglass sloop of fast planing type now organized on a national basis with several fleets already active, her designer-builder Gordon K. Douglass reports. She has a beam of 6'9", hard bilges, a 100-lb. lead ballasted centerboard and stands up stiffly to her sail.

The rig is simple, with only a single pair of main shrouds and a jibstay on the Zephyr aluminum mast. A built-in "tabernacle" makes stepping the mast an easy one-man operation. Weighing only 600 lb., the Flying Scot is a suitable boat for trailer-cruising.

The fiberglass hull is a one-piece molding, including the centerboard; the deck and seats form another unit, bonded to the hull by stainless steel bolts as well as resin.

GORDON DOUGLASS BOAT CO., INC., Oakland, Md.

NEW HIGGINS CRUISER. A new 23-ft. family cruising model will be included in the 1959 Higgins line. Capable of high speed, she has a cabin with 6 ft., 1 in. headroom, with sleeping accommodations for three. Four big men can sit around the table in the dinette. Other features include a great deal of storage space, a large workable galley and an enclosed head. The self-bailing cockpit is fitted with a flush deck, making it possible to set up a table and chairs for outside living. The compact control station is protected by a tempered safety glass wrap-around windshield.

In keeping with Higgins policy, all wood used in the boat is treated with a wood preservative. Hull planking is attached

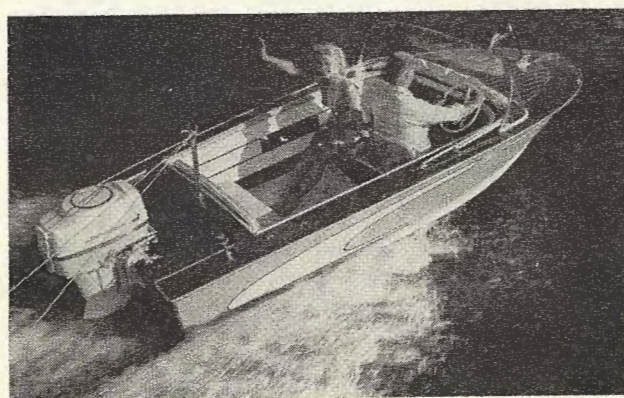


New Higgins 23-ft. cruiser

to being screw fastened. It is claimed that it is not necessary to allow these hulls to soak and swell before putting them into service.

Other models include 15- and 17-ft. outboards, a 17-ft. outboard cruiser, 17- and 18-ft. inboard runabouts, the Magnum Runabout and 26- and 30-ft. cruisers.

HIGGINS, INC., Box 8001, New Orleans 22, La.



Switzer-Craft Combo 15, showing ski tow "mast" in use

THE SWITZER COMBO 17 is new in the Switzer-Craft line for 1959, and will accommodate eight people and their gear, which goes into an under-deck stowage compartment. Switzer describes the design of the Combo as "combining of lapstrake round chine bottom forward terminating in the traditional elliptical high speed bottom aft." A choice of seating arrangements is available in the Combo 17 as is a convertible top. The boat has an automotive type steering column, gas tanks in a self-bailing motor well; a collapsible cover for the motor area; and performs well with motors from 35 to 95 hp. The other Switzer-Craft models are continued for 1959 with improvements.

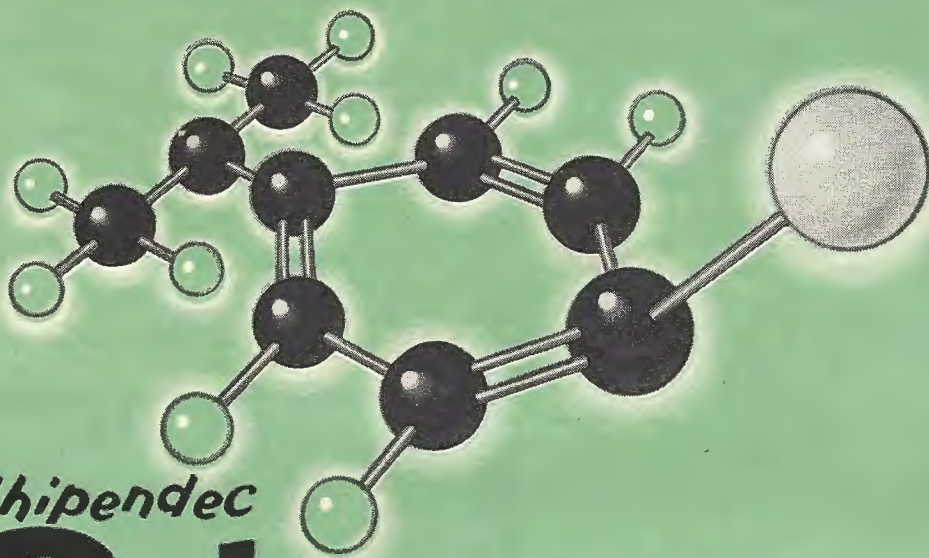
SWITZER CRAFT, INC., Box 193, Crystal Lake, Ill.

Marlite Molded Blocks have stainless steel straps and Oilite bearings. Sheaves and cheeks are phenolic



MARLITE SAILBOAT BLOCKS are a new line with the Mariner Co. With molded phenolic sheaves and cheeks, stainless steel internal straps and Oilite bearings, they are made for $\frac{1}{16}$ " and $\frac{3}{16}$ " line.

In Mariner's improved and expanded line of other blocks and fittings, blocks are now offered with Micarta as well as wood-phenolic cheeks, and becketts are inset stainless straps.



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POLYPOXY

-miraculous NEW epoxy resin-based

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A practical and harmonious marriage, a marriage made to last.

POLYPOXY bonds

more tightly than any other marine paint to all surfaces—wood, steel, aluminum and fiberglass—usually without priming or pre-treatment.

Shipendec POLYPOXY gleams in the sun.

POLYPOXY is child's play to prepare and apply.

No waste, no guesswork.

And a whole rainbow of the most popular Shipendec shades to choose from: Tahiti Coral, Lemonade, Platinum,

Newport Green, Bikini Blue

and Green Mist, in addition to black, white and clear.

Give your boat a new coat this spring—re-finish with POLYPOXY for truly "beautiful protection."

PETTIT

marine



paint

PETTIT PAINT COMPANY, INC.
Belleville, N. J. — San Leandro, Calif.





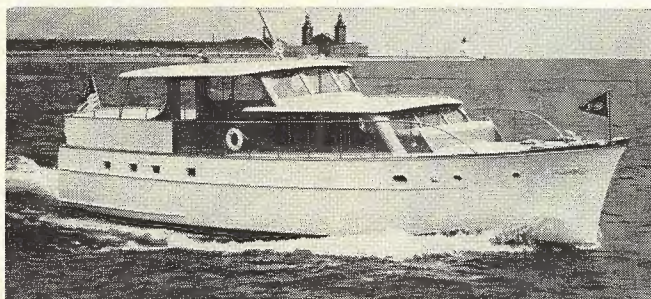
Largest of the standard Grebe yachts is this 73-footer

GREBE-BUILT LUXURY YACHTS include, in addition to a complete custom building service, a number of standard-hull cruisers in four sizes, 47', 54', 65' and 73' in length. These yachts are built in the traditional Grebe manner, with white oak stems, keels and frames, Honduras mahogany planking and superstructures, teak decks, bronze or Monel fastenings, and in general top specifications. After cockpits are optional in all models.

The 47-footer is laid out either with one very luxurious owner's stateroom aft, with guest or crew's quarters forward, or with two comfortable after staterooms and crew's quarters forward. Two after staterooms are standard in the 54-footers, and either two or three in the 65', with two complete baths in each case.

An example recently completed is the 54-footer *Amalia D*, for Arnold J. Desiderio of Short Hills, N. J. She has two fine staterooms aft, each with bath. Cabin trim and furniture is korina wood. A sofa in the deckhouse makes up into a double bed for extra sleeping accommodations. GM diesels give her 17½ m.p.h. cruising and 19½ top speed, and she has a 3-kw. Onan generator for ample electrical power supply. She has a spacious after deck. The galley is roomy, with a 11-cu. ft. Frigidaire and a cozy dinette which also converts into extra guest sleeping space. Forward is crew's living quarters for two.

HENRY C. GREBE & CO., 3250 No. Washtenaw Ave., Chicago 18, Ill.



A recent Grebe standard-hull 54-footer is "Amalia D"

CRUISING THE MAINE COAST has been a favorite pastime of generations of experienced yachtsmen. The many attractions of its rocky, pine-clad shores—estimated to be nearer 2500 miles of actual shoreline than the straight-line distance of 250 miles—are now drawing increasing numbers of newcomers, and to these people especially the State of Maine's Dept. of Economic Development offers all sorts of information as to where to go, how to get there, what facilities are available for yachting and other sports and, in general, the things that visitors should know to get the most out of their stay in Maine.

Not only yacht cruising and small-boating, but the "dude-cruises" of the old coasting schooners, the facilities for handling trailer-boats, the ferry services to the many outlying islands, and the whole picture of Maine's 2500 inland-lakes and many rivers (which the strictly coastal cruiser is apt to overlook) are catalogued by this state agency.

STEPHENS BROTHERS CRUISERS for 1959 will accent a new flush-deck design for the 42' and 47' yachts, they report. A more pleasing profile, more and clearer usable deck space, and better headroom below are listed as advantages of the new design.

The first of the 42' flush deck boats, which was completed in November, includes in her basic equipment many items usually classed as extras, such as shower with glass door, automatic sump pump, hot and cold pressure water system, butane stove and broiler. She is Philippine planked over bent oak frames with Everdur fastenings, with Honduras mahogany trim. Standard power is two 225-hp. Chrysler engines with 2:1 reduction, hydraulic controls and 12-v.

The 47-footer, to be introduced at the San Francisco Boat show in February, will have added luxuries, and diesel power will be optional.

STEPHENS BROS., 345 Yosemite St., Stockton, Cal.



"Fairlane" is the first of the Stephens Bros. 42' Mark II stock cruisers, recently delivered to Fred Warye of Los Angeles. Diesel powered, she cruises six, makes 17 m.p.h.

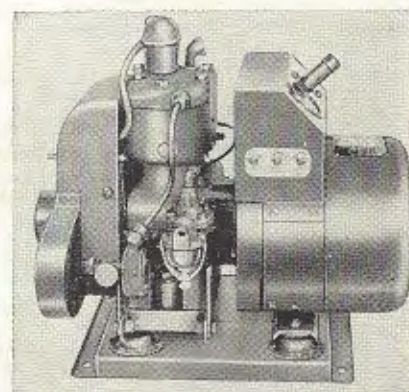
NEW UNIVERSAL 3000-WATT ELECTRIC PLANT. New for 1959 is a 3 kw. electric plant powered by a 2-cylinder engine and producing 110-v AC plus 12-v. DC. It is available fully automatic or with remote controls.

Also offered are Universal battery charging models with water-cooled four-cycle gas engines, having capacities ranging from 300 to 6000 watts.

Plants powered by water-cooled diesel engines are available in sizes from 10 to 35 kw.

Also in the 1959 line are self-contained plants with air-cooled motors.

UNIVERSAL MOTOR CO., 312 Universal Drive, Oshkosh, Wis.



Universal electric plant in models from 6 to 110 volts

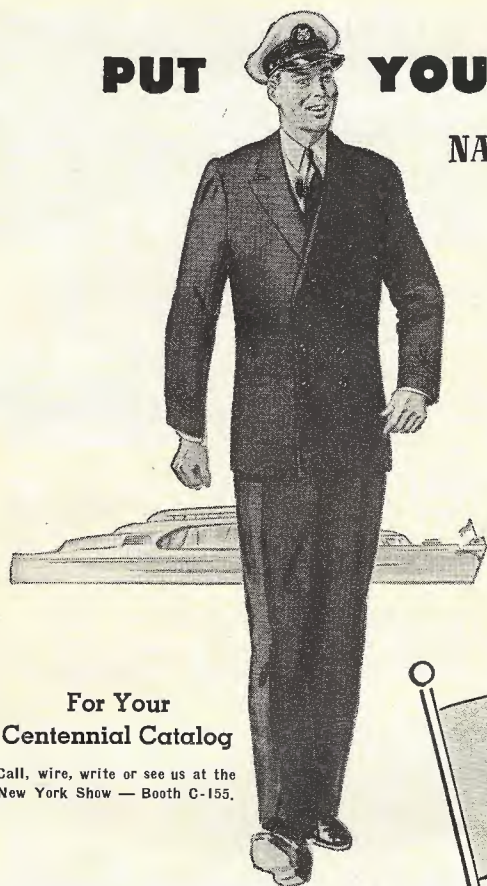
AR-KAM STRUTS ARE ADAPTABLE. Newest Ar-Kam offering is a V-type strut boasting advanced accuracy resulting from the development of Ar-Kam easy-to-use gages which record the angles and drop dimensions required for any installation. These are translated into a welded one-piece strut.

Also in the Ar-Kam 1959 line are a skeg-type strut, a single arm strut and an intermediate strut.

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Appel



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Stop in at our New York and Miami showrooms and inspect the fine quality and workmanship of Squadron apparel by Appel. On display also is our distinctive line of casual and formal yachting attire along with a complete new line for the ladies with a nautical yen.



The Baltic 16' from Penn Yan

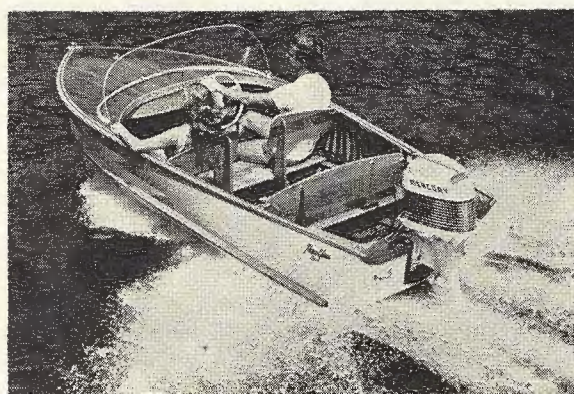
PENN YAN BOATS FOR 1959 include a new entry into the field of larger outboards, along with the cartops, dinghies, canoes and trailboats this company has long been known for plus new clinker-built models. The clinker boats include the new flagship of the fleet, the All Seas 19, which can be had as a utility or cruiser model with shelter cabin, bunks and toilet. The Magellan 17, Baltic 16, Niagara 16 and Coquette 14 complete the clinker line, and the light cartop boats of Plaston construction come in 12 and 14 foot sizes. Heavier Plaston construction is used for the Trailboat line, and dinghies in sizes of seven, eight, nine and 10 feet use both the light and heavier Plaston method. The demand for canoes has revived to an extent that they are now included in the general Penn Yan catalog in 14', 15', 16', 17' and 18' sizes, of Plaston construction. Construction methods have been changed in the Dynamold line using a new system of fastening four sections of plywood with annular bronze fastenings and Vulcanile bonding in a smooth, seamless, ribless hull. Stringers and thwarts provide all the support for stiffening needed. These boats are 12', 14' and 16'.

ALUMINUM COMPANY OF AMERICA, as a supplier of semi-fabricated aluminum mill products to boatyards and manufacturers all over the country, will take part in sponsoring radio and TV coverage of the New York and Boston boat shows. The Alcoa shows will go out from the New York show Jan. 16-18 and from Chicago Feb. 7-8. Aluminum is being increasingly used not only in small boat hulls in the outboard size ranges but also in spars and hulls for really large yachts.

ALUMINUM CO. OF AMERICA, Pittsburgh 19, Pa.

"THE ABC OF YACHT INSURANCE" is a booklet published for free distribution among yachtsmen by Chubb & Son, underwriters of pleasure craft insurance for 60 years. Revised and brought up to date for 1959, it contains a complete discussion of coverage available in the usual policy; the exclusions, limitations and reductions available in premiums. Free copies from:

CHUBB & SON, 90 John St., New York 38, N.Y.





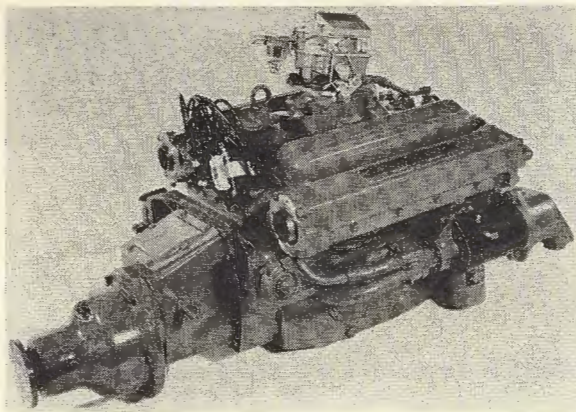
COLUMBIAN ROPE CO. announces new products of interest to the yachtsman in addition to its complete line of marine cordage of all materials for all purposes afloat.

A new, inexpensive, cylindrical boat bumper is a new vinyl product developed by Columbian. With a length of 14" and diameter of 1½" this bumper sells for \$1. It will not float. Other new vinyl products are windshield gasket and rubstrakes. The gasket is said to make a tight seal and outwear ordinary rubber gaskets, and holds ¾" or 1" thick glass or plastic windshields. In white only, 20¢ per foot in 100-ft. packages.

The rubstrake, suitable for dinghies, is made in red and white and is said not to mark up white boats, or to scuff. In 100' packages the 1½" size is 20¢ a ft., the 1¼" 30¢.

Another Columbian product is a new rope made of Saran, specifically for use where chemical deterioration is a problem. Saran rope is said to be non-water absorbent, non-inflammable, unaffected by age or weather and with great toughness and resistance to abrasion, but it is 14% heavier than manila and considerably lower in strength.

COLUMBIAN ROPE CO., Auburn, N.Y.



New Chris-Craft V-8, rated at 185 corrected shaft hp.

CHRIS-CRAFT PRESENTS NEW V-8. Added to the Chris-Craft line of marine engines ranging from 60 to 200 hp. is a new V-8 designated as model 283. With a compression ratio of 8/1 and a piston displacement of 283 cu. in., the newcomer is rated 208 gross hp. and 185 corrected shaft hp. at 4000 r.p.m. It is available in direct drive or with a choice of 1.5/1 or 2/1 reduction. Horizontal rear rubber engine mounts provide for lateral adjustment.

All Chris-Craft engines operate on standard fuels.

The balance of the line, consisting of "L" head engines, is available, in most models, with an option of rotations and with Chris-O-Matic clutch controls.

Models A and B, both four-cylinder engines rated at 60 hp. each, measure less than 32 in. over all and develop their top power at 3200 r.p.m. "B" is available with a choice of reduction ratios, as are the 95-hp. "K" and 105-hp. "KL" models.

The "KFL," with 7.4/1 compression ratio, develops 131 hp. at 3800 and is 40" in length.

Weighing 880 lb. in the direct drive version and offered with options of 1.5/1 and 2.03/1 reductions is the model M which pulls 130 hp. at 3000 r.p.m.

Chris-Craft's "MCL" engine has a 7.22/1 compression ratio and is capable of 175 hp. at 3400.

The 200 hp. model WB is the most powerful of Chris-Craft "sixes". It puts out its peak horsepower at 3200 r.p.m. Direct drive and reduction ratios of 1.5/1, 2.54/1 and

The Block Island 40, by American Boatbuilding, won many distance-racing honors. Eleven were built in 1958



AMERICAN BOATBUILDING CORP. offers a complete line of sailing and small power craft in fiberglass-plastic construction for 1959. Heading the fleet are the 40' Block Island (formerly Vitesse) class yawl, the 32' Galaxy sloop and the 23' Sea Sprite sloop. The two former cruising auxiliaries are Tripp-designed, the Sea Sprite by Carl Alberg. The Block Island yawls took numerous ocean and coast-wise racing honors during their first season, 1958, and the first Galaxy, getting into competition late, won an Off Soundings race prize. The Galaxy's cabin is being lengthened, for 1959, to provide additional headroom. The Sea Sprite is available in two or four-berth models, for inboard or outboard auxiliary power. All three may be had as bare hulls or in any stage of completion.



An American Boatbuilding powerboat is this 21' inboard

Smaller sailing craft include the 16' BB Falcon, 12½' Tech dinghy, 12'8" BB Swan catboat. They report that 300 Falcons have been built in recent years and that many colleges are using the Tech dinghies for competition. Dinghies, either for the sailing, rowing or small-outboard propulsion are made in 10'3" and 8'3" lengths.

In the powerboat line, American offers inboard hulls in 24' and 21' lengths and in a variety of arrangements, while for outboard they have the 14' BB Baitcaster, 15' BB Relaxer and 16' BB Shearwater.

AMERICAN BOATBUILDING CORP., East Greenwich, R.I.



The Tech Dinghy, by American, is much used for intercollegiate racing



LeComte imports the 42' Nordfarer yawl

HOLLAND-BUILT YACHTS in wood and steel construction, of a wide variety of types and sizes, are purchased through A. LeComte Co. In stock or standard boats LeComte offers choices in both sail and power. The sailboats offered are the 24' w.l. Alden-designed Malabar Senior and the 30' w.l. Nordfarer yawl or cutter. In power, standard designs by American naval architects are built in 55', 65' and 85' lengths. In addition, LeComte arranges for the building in Holland of custom yachts of any size and type by American or other designers, in sizes over 40' o.a.

In both wood and steel, the Dutch-built LeComte yachts feature top hull specifications and rich interior cabinet work.
A. LECOMTE CO., INC., Essex, Conn.



The 65' motor yacht by LeComte

BALTIMORE COPPER PAINT CO., by arrangement with the Luders Marine Construction Co., now offers all yachtsmen the revolutionary new racing bottom which attracted attention first on *Weatherly* during the 1958 America's Cup trials and then was used on the defender, *Columbia*, in the Cup match. Called Luders Epoxy Bronze compound, it is applied by trowelling—not brushing—and hardens by chemical action into a smooth, plate-glass-like finish free from the dents, seam depressions and other bottom irregularities ordinary painting will not fill. It is said to have a fair degree of anti-fouling protection, and comes in lots of four one-pint containers holding the various components, with full directions for application.

Other featured products of Baltimore Copper Paint Co. this year include Regatta Silicone Polish, which gives a gleam to painted or varnished surfaces; Stock Boat Colors that match hard-to-duplicate stock boat finishes; Non-Skid Compound, which, mixed into paint or varnish, gives a safe, non-skid deck surface; Owens Engine Gold in a 16-oz. Aerosol applicator-container; and Production Line Finishes, made for the boat manufacturer's fast-production requirements.

BALTIMORE COPPER PAINT CO., 501 Key Highway, Baltimore 30, Md.

PERFECT CIRCLE PISTON RINGS stress the improved metallurgy and design of their basic 2-in-1 chrome piston ring sets. Thick, solid chrome on both the top compression ring and rails of the circumferentially expansible oil ring, the manufacturers say, extends the life of the set. All Perfect Circle chrome rings are face lapped at the factory. The company offers complete coverage in ring sets for outboard motors.

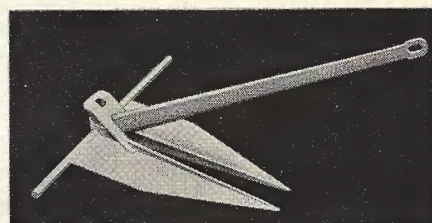
DANFORTH ANCHORS, in their display at the National Motor Boat Show in New York, will include what is to become part of a permanent exhibit at the Franklin Institute in Philadelphia. The exhibit, tracing the historical development of anchors from the pre-historic rock down to the present, will also contain a mobile demonstration of proper anchoring techniques and relative holding power.

Along the same educational line, the 16-page book "Anchors and Anchoring" is still obtainable by writing to the Danforth company.

The Danforth anchor, patented in 1943 by Richard S. Danforth, is familiar to almost everyone who knows about ships or boats. It is technically described as a stock-stabilized, pivoting-fluke anchor, and is commonly referred to in the US Navy and elsewhere as "the lightweight type anchor."

They are manufactured in sizes from 2½ lb. to 10 tons, DANFORTH ANCHORS, 2125 Allston Way, Berkeley 4, Cal.

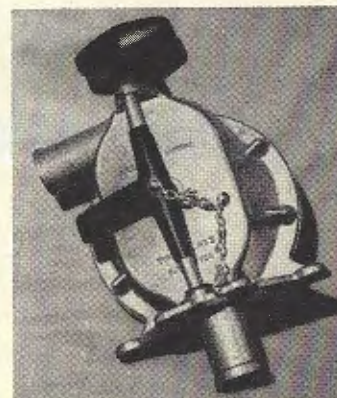
Danforth Anchors are made in sizes from 2½ to 20,000 lb. all to the same basic design



A NEW LIGHTWEIGHT BILGE PUMP, made by Michael Henderson of England is being introduced by George D. O'Day Assoc. It is a diaphragm pump light to work, lightweight in construction, extremely strong, and corrosion resistant. It will pass wood screws, rope, etc., without choking and can safely be left for years without attention as the diaphragm is of neoprene. Delivery is eight strokes per gallon (two tons per hour). It can be stripped by a single action of a lever and can be mounted in any convenient position. Cost is \$35. A weight can be fixed to the handle to make it an automatic pump, actuated by movement at a mooring.

GEORGE D. O'DAY ASSOC., 9 Newbury St., Boston 16, Mass.

Lightweight Henderson bilge pump introduced by George D. O'Day Assoc.



ANACONDA METALS are used for a variety of purposes in yacht construction and maintenance. Particularly stressed is Tempaloy 917, a high-strength, highly corrosion-resistant, nickel-bearing bronze developed for high speed and heavy duty work such as is required of propeller shafts in boats, ships and yachts. Shafts, metal deck and rigging fittings and hull fastenings are among the parts of a yacht in which the products of the American Brass Co. are extensively used.

A booklet, "Know the Metals in Your Boat," may be obtained by writing:

*These yachts were designed and built by
John Trumpy & Sons, Inc. during this,
our 50th anniversary in America.*



VALOR, 57-footer, owned by
Mr. Frank W. Michaux, Houston, Texas



TONDA, 57-footer, owned by
Mr. Howell van Gerbig, New York City



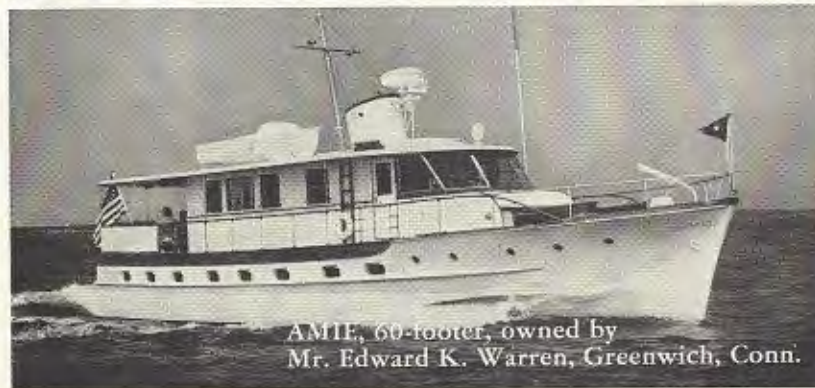
VAEL, 55-footer, owned by
Mr. Allison F. Fleitas, Greenville, Del.



ESKIMO III, 67-footer, owned by
Mr. John R. Kimberly, Neenah, Wisconsin



AURORA, 71-footer, owned by
John Trumpy & Sons, Inc., Annapolis, Md.



AMIE, 60-footer, owned by
Mr. Edward K. Warren, Greenwich, Conn.

JOHN TRUMPY & SONS, INC.

ANNAPOLIS, MARYLAND

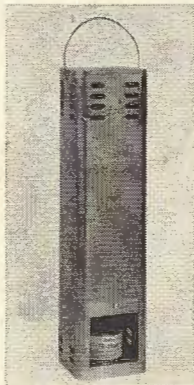
America's Foremost Custom Yacht Builder



Sudbury's lightweight, transparent plastic rowboat is always a center of interest at Boat Shows

SUDBURY LABORATORY'S '59 LINE includes among its new items a fuel oil additive said to increase operational efficiency of diesel and bunker C fuel oils. A formula fortified with a special concentrate developed in the duPont research laboratories, the material is said to prevent formation of varnishes or gums, reduce sludge formation and keep piston ring grooves clean. H. J. Atkinson, Sudbury Laboratory director says it will "free sticky valves, eliminate sludge, keep filters, injectors and nozzles clean and clear up smoky, fuel-wasting exhausts."

New with Sudbury this year, also, are Galva-Coat, 95% zinc, and Sudbury Fibre-Glass Primer, along with their 365 Bottom Paint and 365 Bright-Work Finish which they report proved most successful last year.



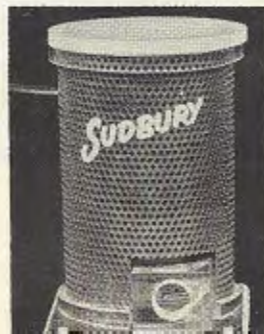
The new Sudbury Cabin Heater, of aluminum is only 6" square by 24" high; has over four ft. radiation surface, and burns safe solid alcohol

A new "canned heat" galley stove of two-burner model has a heat intensifier for use when extra heat is needed, stainless steel grill for broiling steaks, etc., heavy gauge aluminum griddle. It retails for \$24.95. Also for solid alcohol fuel is the compact cabin heater, taking only a 6" square floor space and standing 24" high.

A new Sudbury submersible bilge pump priced at \$34.95 handles 300 g.p.h. at 6' lift and a larger model, for 600 g.p.h., will be displayed at the New York show. At that show also will be the Sudbury transparent plastic dinghy—always a crowd-stopper at the shows—and the many other items for which Sudbury has become widely known among yachtsmen.

SUDBURY LABORATORY, Sudbury, Mass.

A new Sudbury product is this submersible electric bilge pump, 5½" high, 3¾" diam., handling 600 g.p.h. against a 6' lift. Price \$34.95 up



THE ELECTRIC AUTO-LITE CO. vibrated batteries to death in a special machine, in the development of their new line of "sta-ful" with Power Bond batteries, to find the causes of mechanical failure. One of the first points established by the analysis was the necessity for a permanent seal of the cover to the case, since a seal leak can cause corrosion as well as container distortion and failure. Another finding was that acid on top of a battery will result in discharge of individual cells and corroded connectors, leading to an open circuit.

Through the use of stroboscopic light, which "stops" the motion of vibrating parts for visual analysis, they set up a second important standard for the elimination of mechanical failure—firmly anchored plates and separators. They found there was movement of the components in an ordinary battery on the vibrating test machine. Plates and separators became notched from bouncing on the bottom of an ordinary container, and in some cases, would actually penetrate the bottom. Other effects observed were separators falling out of alignment, permitting short circuiting at the top of the plates, and loss of active materials from the plates, which, in being shaken to the bottom, formed hard pellets abrading the separators and plates, causing other short circuits.



Auto-Lite products for the 1959 season are Electrical Parts, Spark Plugs, Batteries, Wire and Cable, the new PowerBond Battery, and Ignition Electrical Repair Kit

As a result, the plates in the Auto-Lite sta-ful with Power Bond batteries are protected by fiberglass, firmly anchored in place with a new thixotropic material, forming a bond between plates, separators and container. Another new resin development seals the one-piece cover to the case, protecting the intercell connectors from leakage and corrosion. In subsequent tests against ordinary batteries, Auto-Lite states that while the other batteries failed after 55 hours of testing, the Power Bond units showed no damage after 1000 hours of identical testing.

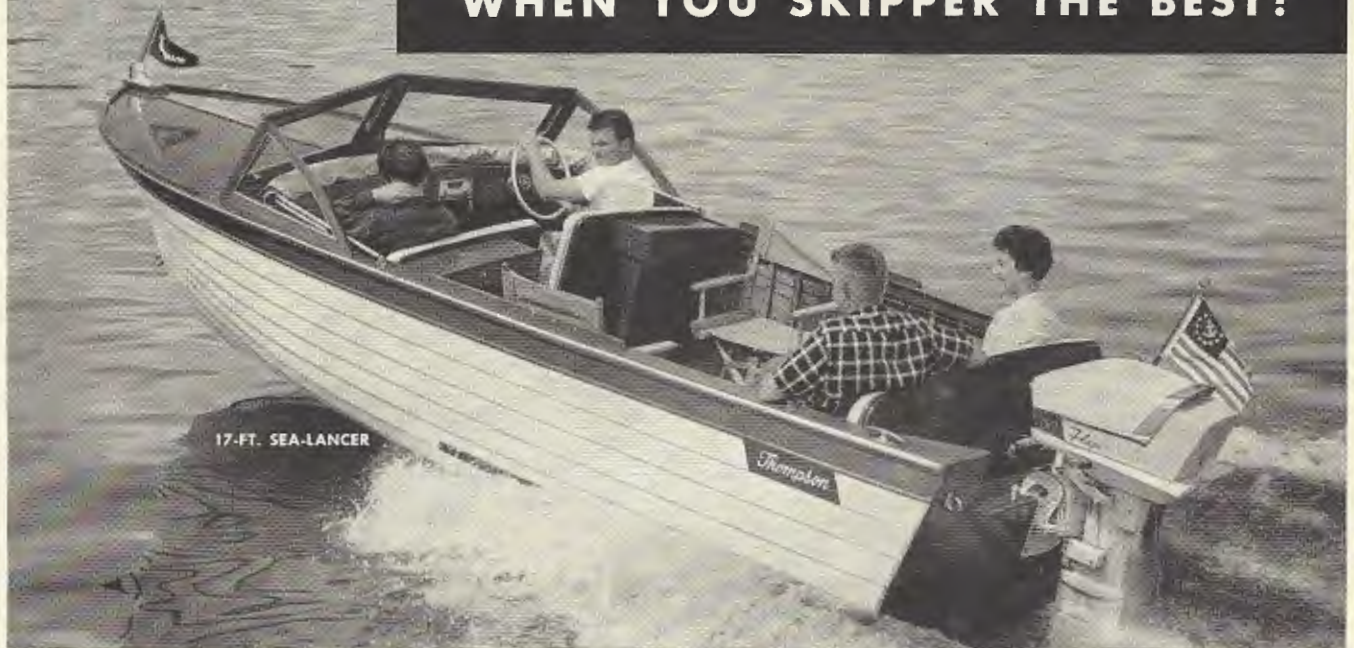
The new batteries carry a 50-month guarantee, and owners will receive a personal guarantee card that will be honored by Auto-Lite Battery dealers anywhere in the world.

THE ELECTRIC AUTO-LITE CO., Champlain & Mulberry Sts., Toledo 1, Ohio.

MERRIMAN BROS. TRIDENT, a new departure for that veteran firm of marine hardware manufacturers, is a 12' sail boat that will be introduced at the New York boat show.

According to Merriman Bros.' description, she is built for simplicity and ease of handling, has unusual stability, and planes at low wind speeds. The boat comes complete, ready to step the mast and sail away, weighs only 85 lb., and is easily portable by car-top. Construction, called "Foam-Pac," has a fiberglass skin with polyurethane filled interior, cannot leak or sink, the builders say, and will stand rough usage.

It's always more fun
WHEN YOU SKIPPER THE BEST!



Fun's fun—but it's even more so in a Thompson Boat! And when you skipper one of these sleek new '59 beauties, you know you're at the wheel of the best you can buy. From the tip of the rakishly flared clipper bow to the extra-stout transom, there's everything you want in a personal boat. Famous Thompson design for real get-up-and-go. Easy handling for exciting performance. Sea-Lap® construction and *natural* flotation for solid sea-worthiness. Take a ride, then decide—a Thompson's for you. See your dealer soon.

Full-color catalog is yours for the asking. Write for a copy.

Thompson
 BETTER BUILT BOATS



The Luders Marine Const. Co's show boat will be an L-27 Class sister hull to "Storm," shown here on one of her successful races last season

THE LUDERS L-27 AUXILIARY SLOOP exhibited at the National Motor Boat Show will be identical in underwater lines with *Albicore*, *Storm* and *Harbinger*, which have made exceptional racing records. The new boat is expected to combine equal racing performance with an unobstructed flush deck and ample living room below decks for six people with all necessary conveniences. The yacht is 40' o.a., 27' w.l., 9'10" beam, 5'5" draft, with 800 ft. of sail and 17,500 lb. displacement. The hull is molded nine-ply mahogany, mast aluminum, standing rigging stainless steel. A 25-hp. Graymarine diesel with V-drive is auxiliary power. Luders will also display the new fiberglass-reinforced plastic version of the famous L-16 one-design racing sloop. The combination of fiberglass and Sealdfoam construction is said to be strong, to eliminate rot, to provide flotation and to permit a new price lower than that of the molded plywood L-16s. The new boat, however, complies with all one-design class requirements.

LUDERS MARINE CONST. CO., Stamford, Conn.



HATHAWAY, REISER & RAYMOND, INC. now occupy this new sail loft at 184 Selleck St., Stamford, Conn., just two minutes from Exit 6 of the Connecticut Turnpike. Much larger and more modern than previous quarters, it includes the loft, a rigging room, laundry, storage area, and a retail showroom for their own products and those they represent, such as Merriman hardware, MacWhyte rigging and Wall rope

AQUA-MATIC REFRIGERATION UNITS to install in new or existing boat iceboxes are a product of Marine Refrigerator Mfg. Co. A unit which combines compressor, motor, condenser refrigerant charge indicator and other essential parts is compact and easily installed in engineroom or other space, and the freezing unit itself, with four-tray or six-tray ice-maker goes into the box.

The Aqua-Matic is made to operate on ship's battery or shore circuit power, 6 to 110 volts, with ¼-hp. or ½-hp. motor, depending on the area of the box.

Another product of this concern is the Aqua-Matic two-burner aluminum bottled-gas stove.

MARINE REFRIGERATOR MFG. CO., 5825 Delmar, St.



A Merriman Pulpit makes the bow a safer place to work

MERRIMAN PULPITS, in four designs to fit the requirements of power and sailing yachts of all types and sizes, with and without bowsprits, are described as offering "safety, savings and smart styling" by Merriman Bros., manufacturers of a leading quality line of yacht hardware and rigging.

The pulpits, a real safety feature for the yachtsman who is up on the bow pulling up his anchor, or out on a bowsprit dousing a jib, come in kits, knocked down but ready for installation. They are designed to fit any boat regardless of deck camber or sheer, and come with full installation instructions and all material required for the job. Lugs are provided to receive the forward ends of lifelines, and the pulpit is so designed that a man sitting on its outboard end can hook his legs under the forward braces for greater safety.

MERRIMAN BROS., INC., 185 Amory St., Boston 30, Mass.



A standardized Feadship cruiser is the 65' "Gladys II"

"FEADSHIP" stands for First Export Association of Dutch Shipbuilders, a grouping of building yards which have been producing fine yachts for half a century. Feadship-Holland offers for 1959 power and auxiliary yachts, of wood or steel, from 35' to 200' in length, including a number of standard models and an unlimited variety of craft custom-built to owners' requirements.

American equipment and engines are standard in yachts built by Feadship-Holland for owners in this country. Outstanding yachts delivered to American owners last year include the 100' steel *Highlander* and the 65' *Gladys II*, a Feadship standardized steel cruiser.

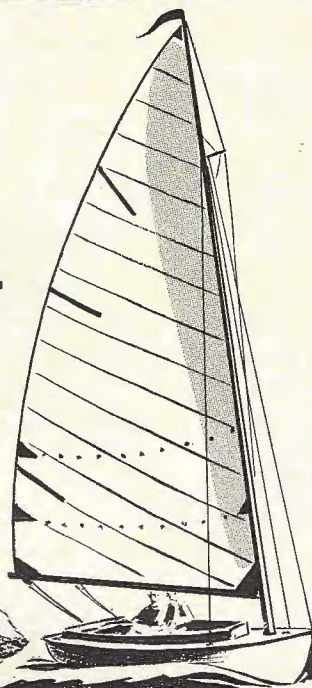
Feadship is now represented in the United States by: OIVINGSTEEL, INC., 30 Church St., New York, N. Y.

One of the largest yachts built in recent years is the 100' steel diesel cruiser "Highlander," by Feadship



**NAUTICAL
NONSENSE:**

WOOD PUSSY



A bushy tailed stink bomb
... the skunk, but in
yachting circles a
13½ foot cat rigged
centerboarder. A popular
racing class with
youngsters in the
Northeast. Yacht
insurance with the
Boston Insurance Group
enjoys popularity with
all age groups.

CONSULT YOUR  BROKER OR AGENT



BOSTON
INSURANCE COMPANY

OLD COLONY
INSURANCE COMPANY



87 Kilby Street, Boston 2, Massachusetts

Coast-to-Coast Network of Regional and Branch Offices to Serve You Better!



The Kehrig-Hackerform 32' steel cruiser

KEHRIG-HACKERFORM CRUISERS in all-steel construction are offered as four and six sleeper cruisers, plus a semi-enclosed model with two berths. The basic hull of unitized welded construction is 32' x 10' x 2'6", built on a precision jig which assures identical performance. The hulls are of monohedron design by John L. Hacker, and the propeller shafts are enclosed in Hacker patented Fairline struts. They provide great protection and improve control and efficiency at all speeds, allowing use of smaller than normal wheels. Power options include Chrysler, Gray and Interceptor engines to twin 225 hp. installations giving the full cruiser a top of 35 m.p.h. and the semi-enclosed 40 m.p.h. Decor features Dynoc simulated wood, a plastic sheet material used through the years on station wagons.

KEHRIG MFG. CO., 49920 Van Dyke, Utica, Mich.

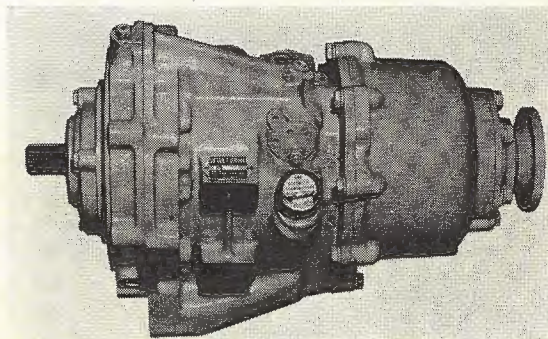
COLOROPE, BY WALL ROPE WORKS, comes in a number of striking colors. It is described by the makers as strong, light, made of polyethylene, and suitable, in addition to ski-tow use, for rigging, anchor and mooring lines. The quarter-inch rope is said to have 1050-lb. tensile strength. Colors include red, white, blue, green and yellow and combinations of these in alternate strands.

ADDITIONS TO THE BORG-WARNER VELVET DRIVE line of hydraulic marine transmissions and reduction gears bring to three the number of Velvet Drive units, capable of use in connection with gasoline engines up to 500-cu. in. displacement. Diesel ratings are available on request from the manufacturer. Reduction gear boxes are available in ratios of 1.523/1, 2.1/1, 2.57/1, 2.909/1 and a counter-rotating 1.909/1.

The 1959 Velvet Drive models are said to be self-contained, fast and easy to install and to provide a low noise level and minimized drive-shaft whip. Shifting from forward to reverse is claimed to be instant and silent. There are no bands; there is nothing to adjust.

These transmissions are adaptable to either direction of engine rotation.

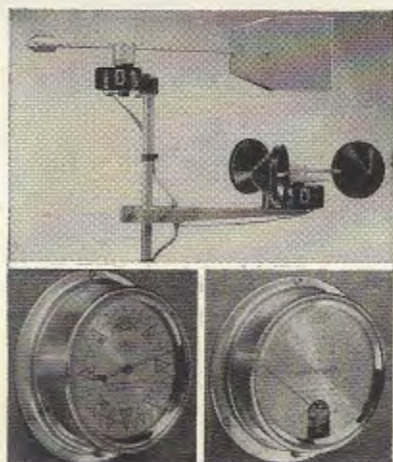
BORG-WARNER CORP., Warner Gear Div., Muncie, Ind.



Borg-Warner Velvet Drive hydraulic marine transmission

PONTOON BOATS called Play-Sure-Craft are built up of 22' long, 14-ga. steel pontoons said to be scientifically designed for marine use, and have decks 12' long by 8' wide.

MIDWEST CONSOLIDATED SALES, INC. 391 Topping St.



Principal component parts of the White Windmaster

WILFRID O. WHITE & SONS INSTRUMENTS include a range of size and models of magnetic compasses and binnacles covering the needs of every boat. Their 1959 Boat Show display includes 20 of the most popular. Another feature of the White displays will be their Mark II Automatic Pilot demonstrated in a simulated boat. Features are its transistor circuit, unique remote control, compactness and low price.

Also shown will be two depth sounders, the inexpensive White Echo Depth Sounder, with an 80-ft. dial, for small craft, and their SurEcho heavy duty sounder for larger craft, available for depths of 40, 80 or 120 fathoms, as selected.

A new item is the White Windmaster which measures wind speed and direction with a high level of precision and sensitivity. Matched twin indicators in brass or chrome finish, with 4" dials, are both functional and decorative. The masthead wind-speed unit has three spinning cups which revolve in the wind and generate electricity to the indicator, showing wind velocity within 2% accuracy. The wind-direction masthead unit is of split-vane construction, said to follow changes much closer than the usual single vane. It transmits to the inside indicator by either 110-v. AC house current or a small 6-v. battery. Bearings are self-lubricating and are shielded to keep them free of rain and snow.

WILFRID O. WHITE & SONS, INC., 178 Atlantic Ave., Boston, Mass.



The Hunter 19, molded by Marscot, has demonstrated exceptional rough-water, high-speed performance

NEW MARSCOT POWER AND SAILBOATS are included in that company's fiberglass-reinforced plastic fleet for 1959. A new sailing craft is a keel version of the 19' Phil Rhodes-designed Hurricane Class sloop, similar to the wooden-built SMYRA class adopted by southern Massachusetts racing officials. The Inter-Club Class 11½' Frostbite dinghy, originally of molded plywood, widely used in frostbite racing at Larchmont, Manhasset Bay and other places, is now also molded in plastic by Marscot, which continues to build its popular Puffin sloop and Wood-Pussy catboat, 14' long.

In the power line, Marscot will have available for spring



A new Marscot Plastics product is the Rhodes-designed 19' keel Hurricane Class sloop, a popular racing and family day sailing type

press, sedan and flying bridge models, sleeping four or six. This 33-footer is a development of the smart and seaworthy Marscot 26' Sea King cruiser and her smaller sisters, the 22' Sea Queen and the 18' Sea Master (inboard) and Sea Scout (outboard).

Also new in the Marscot production line is the Hunter 19, a smaller, outboard-powered version of the spectacularly successful Ray Hunt designed Hunter 23 fast runabout.

MARSCOT PLASTICS, 19 Country Rd., New Bedford, Mass.



The Newporter 40' ketch is now available in the East Coast

MORE THAN 70 NEWPORTERS already sailing Pacific waters attest to the popularity of this roomy, able, fiberglass-covered 40' auxiliary cruising ketch, and now arrangements have been completed to produce these boats in the East. Newporter, Inc., of which C. E. Ackerman, original designer-builder of these boats, is head, ships pre-formed parts of the Newporter to the Stowman Shipbuilding Corp. at Dorchester, Del., where they are assembled and finished. Eastern sales representatives are Newporter Yacht Sales, Inc., Boston, Mass.; Northrop & Johnson, 366 Madison Ave., New York 17, N.Y.; and Sassafras Boat Sales, Georgetown, Md.

For details of the Newporter, readers are referred to her plans in the August, 1955, issue of YACHTING, and for details of her combination wood-fiberglass construction to p. 66 of the July, 1957 issue. The Newporter is 40' long o.a., 32' w.l., with a generous beam of 13' and draft of 6'. Optional with the owners are a number of details of the inside arrangements, which cruise six or seven people in comfort; the choice of gasoline or diesel auxiliary power, and a sloop rig in place of the standard ketch sail plan. With diesel power the Newporter is reported to have a cruising range of 1000 miles.

While basically designed as comfortable, economical, seaworthy, cruising yachts, the Newporters enjoy a low rating and have had reasonable success in ocean racing on the Pacific.

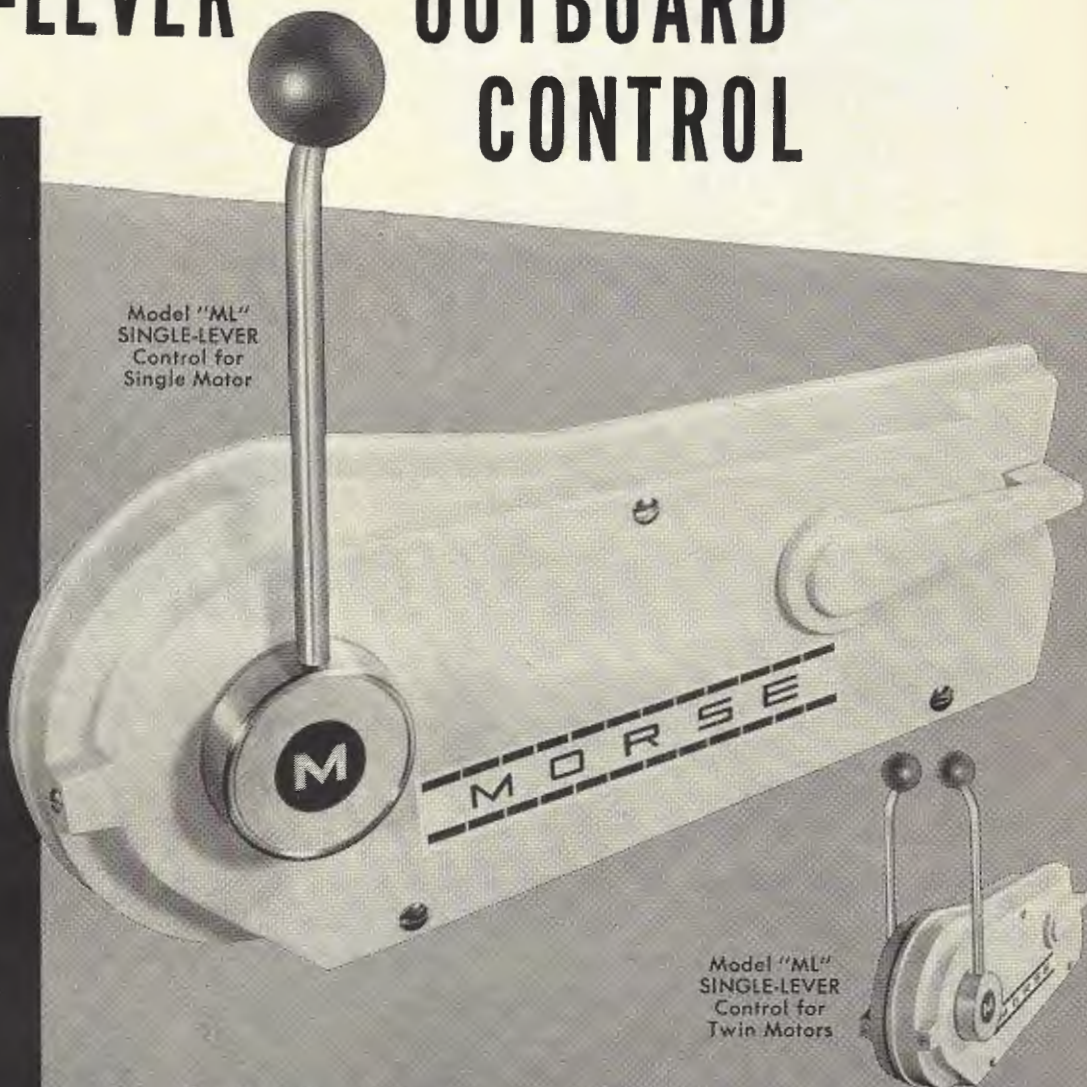
MORSE PRESENTS FOR '59

THE VERSATILE, ALL-NEW MODEL "ML"

SINGLE-LEVER OUTBOARD CONTROL

- ★ **FAST, POSITIVE, SYNCHRONIZED CONTROL** of shift and throttle from a single lever.
- ★ **MAXIMUM PROTECTION OF MOTOR AND CLUTCH**—Automatically closes throttle before shifting.
- ★ **SAFE, INSTINCTIVE HANDLING**—Your boat moves with the lever—ahead as the lever moves forward and backward as the lever moves back.
- ★ **NEUTRAL THROTTLE LEVER** provides limited throttle for starting and warm-up—locks shift at neutral while in fast idle, for positive motor protection.
- ★ **ALL-MECHANICAL CONSTRUCTION**—With the time-proven MORSE-ACTION used for years on all types of boats from outboards to ocean liners.
- ★ **SIMPLICITY**—Only two basic moving parts. Friction and backlash reduced to a minimum.
- ★ **TWIN CONTROL**—Combined, as a pair, provides Single-Lever control to each motor. One hand synchronizes both motors.
- ★ **MOUNTING**—Right or left hand for either single or twin motors.
- ★ **SLEEK, SLIM STYLING**—Extra thin body for twin engine control. Beautiful, modern design. Durable off-white baked enamel finish.
- ★ **EASY TO INSTALL**—FITS ALL BOATS

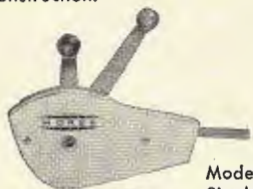
Model "ML"
SINGLE-LEVER
Control for
Single Motor



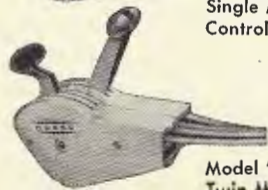
Model "ML"
SINGLE-LEVER
Control for
Twin Motors

ALSO NEW FOR '59

For smooth, trouble-free, two-lever control, be sure to see the new Morse Model "TL." This inexpensive two-lever unit is designed for universal use—for right or left mounting—for single or twin motors—push or pull-open throttles. Heavy duty disc type throttle brake—aluminum, nylon and stainless steel construction.



Model "TL"
Single Motor
Control



Model "TL"
Twin Motor
Control

This is the control for you! This new Morse Model "ML" Single-Lever Control provides complete **ONE-HAND** control of shift and gas... gives you "automatic transmission" at your finger tips and positive protection of shifting mechanism. Time-tested, dependable **MORSE-ACTION** translates the slightest movement of the control lever into instant, effortless action. Combined in pairs, the versatile Morse "ML" provides **ONE-HAND** control of twin outboards from either right or left hand mounting. See the new Morse "ML" Control first—then compare. You'll be back for yours.

SEE your Marine Dealer for the complete line of Morse Engine Controls for both inboard and outboard engines, Morse Docking Lights and Morse Chargers or write Morse for literature.



THE MORSE INSTRUMENT CO.



The BOAT SHOW in Print



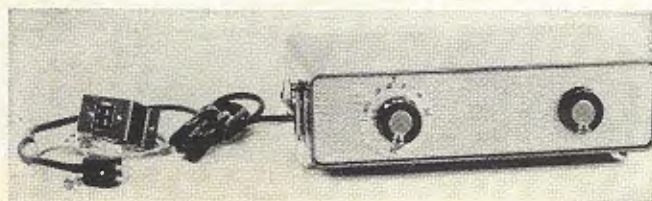
Model 249 radiotelephone may be mounted under the dash or vertically against the bulkhead

KAAR 249 SLIM-LINE 20-watt, 5-channel radiotelephone has been designed for the space-precious outboard cruiser or runabout, according to the Kaar Engineering Corp. Equipped for broadcast-band reception, the 249 has a transistorized power supply, and its mounting plate and plug-in connections for antenna, ground and power cables enables easy installation and quick removal for storage or servicing.

Another new Kaar offering is the R909 "Neptuner," designed for use with standard marine radiotelephones to give broadcast band reception. A long cable ties the unit in with the radiotelephone, yet keeps it an independent unit for installation.

Other units in the Kaar line include three direction finders, featuring models having an integral loop, a loop-extension kit, and a remote loop; the 222A, 150-watt, offshore radiotelephone, with nine crystal-controlled channels; the 242A, 6-channel, 100-watt phone; the 5-channel, 55-watt, model 248; and the Kaar 37B, which supplies 44 watts input power on 5 channels. A remote unit C904 is available for use with all Kaar marine radiotelephones.

KAAR ENGINEERING CORP., 2995 Middlefield Rd., Palo Alto, Cal.



With the Kaar "Neptuner" R909, you can monitor a marine channel while enjoying broadcast-band programs

NEW CHAMPION SPARK PLUG. A new auxiliary gap Champion marine spark plug designed for Chris-Craft V-8's is standard equipment in all Chris-Craft 283 series engines. The auxiliary gap provides extra protection against fouling and is especially helpful at low speed. The new model UJ-6M employs an additional gap at the top of the center electrode. This secondary gap allows the coil to build up increased voltage to fire the electrode gap and overcome oil and carbon deposits.

The UJ-6M is an addition to the Champion line of plated marine plugs which have a plated silver color finish designed to resist rust even under the wet, humid conditions of marine engine operation. The plating also protects the spark plug threads and engine cylinder threads from corrosion and permits easier removal. Another feature of the plated marine line is the gasket which is also plated with the anti-rust finish and secured above the threads to avoid possible loss in installation and removal.

The plated marine line is available in addition to Champion's regular marine types.

NEW TEXACO CRUISING CHARTS READY. Cruising charts covering the Atlantic and Gulf Coasts from Maine to Texas, the Hudson River, Lake Champlain and the Great Lakes, the Mississippi River and its principal tributaries and a new one of the Pacific Coast will be available free to yachtsmen soon after the close of the National Motor Boat Show in New York, where orders may be placed for them at the Texaco booth. They may also be requested by mail from the address below. Texaco charts contain much valuable boating information, including 1959 tide tables. Texaco markets a complete line of marine fuels and inboard and outboard lubricants.

THE TEXAS CO., Texaco Waterways Service, 135 E. 42nd St., New York 17, N.Y.



The **ROBERT E. DEREKTOR YACHT YARD**, 311 E. Boston Post Rd., Mamaroneck, N.Y. builds custom sail and power yachts and also has the Gulf Stream line of racing auxiliaries to which the new Gulf Stream 26 has just been added. The Gulf Stream 30 has an excellent racing record and is a comfortable cruising boat for four. Other Gulf Stream models are the 36 and the 38

The Gulf Stream 30 (above) sleeps four

Among the custom yachts completed by Derekotor in 1958 is the 51-foot "Laughing Gull" for Percy Chubb



THE INTERNATIONAL NICKEL CO. will emphasize the marine uses of Monel in its National Motor Boat Show exhibit, which will have a backdrop showing plans of a 28' cruiser and keying it to actual samples of Monel shafts and fuel and water tanks.

Also featured will be Ni-Bral nickel-aluminum-bronze propellers; Monel alloy Anchorfast nails; a Monel mooring pendant; a silencer and a sniffer using Monel in their construction.

A new silencer of Nionel nickel-iron-chromium corrosion-resistant alloy for diesel engines will be shown, as will a small exhibit of the Capac system for cathodic protection of steel hulls.

THE INTERNATIONAL NICKEL CO., 67 Wall St., New

The BOAT SHOW in Print

CAPE COD'S SAILING FLEET of fiberglass-reinforced molded plastic craft enjoyed its greatest year of popularity in 1958 and anticipates an even more prosperous one this year, they report.

A leader with Cape Cod is the 23' o.a. Marlin Class two-berth cruising sloop, a development of the famous Herreshoff Fish Class design, which during the past two years are said to have piled up an impressive record in open class and Midget Ocean Racing Club competition. Cape Cod-Rhodes 18' and the 15' Mercury Class sloops are built in both center-board and keel versions and are popular one-design classes in many clubs and areas, as is the Cape Cod molded version of the 12½' Herreshoff Bullseye.

Cape Cod reports that they are now the only active molder of the 24' planing type Raven sloops, a national racing class. The company is also offering a number of sailing and rowing dinghies in its displays at the New York and Boston shows.

Cape Cod Shipbuilding Co. was one of the pioneers among old-line wooden boatbuilders to turn to molded glass construction, a decade or more ago, and has enjoyed increasing acceptance of its glass boats in every successive year since then. Standard in their craft are built-in flotation, Zephyr aluminum spars, stainless steel rigging and bronze deck hardware.

CAPE COD SHIPBUILDING CO., Wareham, Mass.

ULTRA V SPAR VARNISH is a new Du Pont product which is said to have two or three times longer life than ordinary marine varnishes because of a built-in filter which absorbs the destructive ultra-violet rays of the sun. It will be introduced at the coming National Motor Boat Show, along with a new wide range of custom colors obtained by the use of tubes of tinting color with regular ship and deck paints.

The Ultra V Spar Varnish, developed in the Du Pont laboratories, gives a durable clear finish; a tough, colorless coating that enhances the appearance of wood grain without discernible darkening. Described as "basically a phenolic," the new varnish was thoroughly tidewater and weather exposure tested in Florida, Delaware and Texas.

E. I. DU PONT DE NEMOURS & CO., Wilmington, Del.

NEW DIESEL BY ALLIS-CHALMERS. An entirely new marine diesel engine and an improved version of the lightweight diesel available for several years will be featured among the Allis-Chalmers offerings for 1959.

The new engine is model AC-16000, an 844-cu. in. unit developing 240 hp. at 2800 r.p.m. It features a high horsepower output per gallon of diesel fuel and a low weight per horsepower ratio.

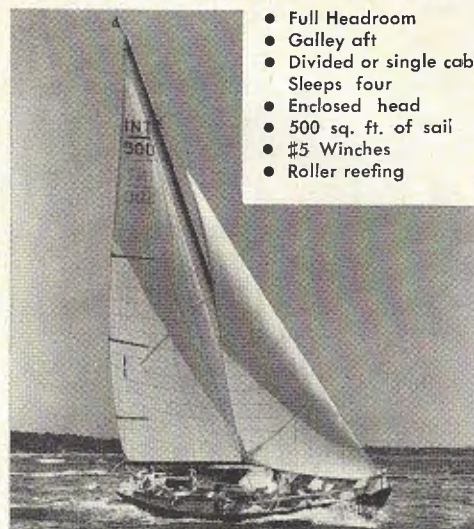
The improved D-273 lightweight marine diesel is rated 85 hp. at 2800 r.p.m. Claimed for this engine are smoothness, lack of noise and vibration, minimum maintenance requirements and ease of servicing.

ALLIS-CHALMERS MFG. CO., Box 512, Milwaukee 1, Wis.

SMITH VALSPAR FINISHES constitute a well-rounded line of paints, varnishes, enamels and special-purpose compounds for yacht use. In the varnish line, for instance, are five different varnishes to fill different requirements as to finish, time of drying, cost, etc. Seven different bottom paints run the gamut from the modern vinyl anti-fouling system through bronze paint, red and green copper of the older types, hard racing bottom and fresh water bottom paint. Smith-Valspar colors are said to be made from an entirely new synthetic formulation giving great resistance to wear and weather.

Special products include such as removers, engine and canoe enamels, wood filler, thinner, trowel cement, seam compound, etc.

THE VALSPAR CORP., Smith-Valspar Marine Div., Ard-



- Full Headroom
- Galley aft
- Divided or single cabin—Sleeps four
- Enclosed head
- 500 sq. ft. of sail
- #5 Winches
- Roller reefing

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LIVELY • POWERFUL • COMFORTABLE

- Outstanding 23'6" waterline racing cruiser. Designed by Robert G. Henry, Jr., N.A., M.E.
- A high quality imported yacht with custom features and equipment included as standard.
- Beautifully detailed German or Dutch construction combined with American hardware (Merriman) and engine (22 h.p. Palmer)
- Owner's choice of:

Interior plan "A"	Standard Sloop
Interior plan "B"	Yawl rig (extra)
Masthead Sloop	Wheel steering (extra)

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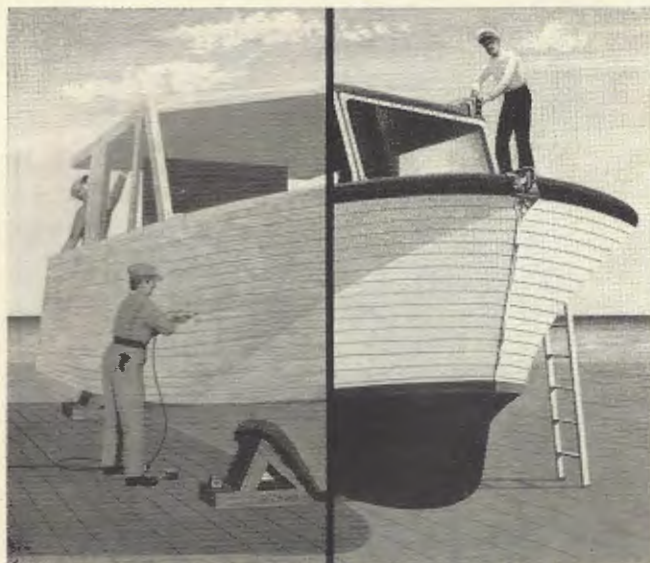
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Solve strain and stress problems with corrosion-resistant fasteners by Southern! Southern's quality screws provide extra holding power and permanent grip because sharp gimlet points and smooth cutting threads help Southern fasteners to start right, drive right, hold tight!

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• Stainless Steel • Hot Galvanized Steel

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Sold Through Leading Wholesale Distributors

CRUISING INC. CHARTER FLEET of small auxiliaries operated by Capt. Laurence Hartge of Galesville, Md., will concentrate its activities on the Chesapeake for 1959, where six boats, ranging from 26' to 31' and sleeping four or six are available for charter from one week to one month, with rates starting at \$150 per week for the well-known Quadrant Class sloops. An English Atalanta Class sloop is also available. All Cruising Inc. boats are fully equipped for cruising, with the charterer providing only food and linen. In the winter months, in addition to getting the fleet ready for the 1959 season, Capt. Hartge is doing marine survey work and compass adjusting.

CRUISING, INC., Galesville, Md.

DU PONT NYLON CORDAGE YARN is a new product said to give 14% higher breaking strength than ropes made from regular nylon. Designated as Du Pont Type 707 nylon yarn, the new product is engineered specifically for cordage use. A test with dry 5½" circumference rope of Type 707 shows a breaking strength of 87,000 lb., compared to 75,000 lb. for ordinary nylon rope of the same size. Tests measuring durability of wet rope show the new yarn to have two or three times the ability of regular nylon to withstand repeat loading.

E. I. DU PONT DE NEMOURS & CO., Textile Fibers Dept., Wilmington, Del.

PAINT BRUSHES FOR YACHTSMEN are a specialty with the Wooster Brush Co., which puts out, among its complete line of painting tools, a selection of brushes designed specifically for the yachtsman who does his own fitting-out and touching-up. Features of Wooster's new Yachtsman Marine line include a design specially for marine type paints, natural white bristles, brass plated ferrules and hard ebony plastic handles, all contributing to long-time durability and service.



Model WA 150
Radiotelephone

MAXIMUM SENSITIVITY

No trouble pulling in weak stations with Model WA 150's double-tuned RF Stages, and automatic noise limiters reduce static and interference. No squeals or interference on standby either, with the adjustable squelch.

Check these features: 12 or 32 volts (also 115 AC or DC on special order); upright cabinet for space-saving installation; high level push-pull modulators with speech clippers for maximum signal talk power; corrosion-proofed; ten crystal controlled channels; remote controls.

WALCO ELECTRONIC

9404 VENTNOR AVENUE

MARGATE, N. J.

RACE-LITE SAILBOAT HARDWARE will be on display at the New York Boat Show, where the new Race-Lite Catalogue will be available to show all their new and long-established items of equipment for the sailor.

New items in the 1959 Race-Lite line include locking turnbuckles, double blocks, snatch blocks and a newly developed spinnaker deck block. All Race-Lite equipment is said to be made from top quality stainless steel and nylon plastics, combining the light weight and strength modern sailors demand.

E. F. GRIFFITHS CO., Race-Lite Div., 346 E. Walnut Lane, Philadelphia 44, Pa.

FLARE SIGNAL KITS by Kilgore, Inc., include a complete line of 10 sets, each containing both hand-held and meteor-type signals, priced at from \$3.60 up to \$48.86. As an example, Kit 3293, which sells for \$23.30, contains one 10-gauge hand projector; six 10-gauge red meteor shells, and one Day-Nite signal.

KILGORE, INC., Westerville, Ohio.

ELECTROLYSIS ELIMINATION is said to be accomplished by the High Energy Protection System devised by Dr. F. E. Dudley, president of the Franklin Mfg. Co. As described by its makers, this H. E. P. System, for wooden or plastic boats, applies a counter current which neutralizes the corrosive galvanic action set up by unlike metals in proximity in salt water. A non-corrosive electrode mounted through the hull near the propellers is connected through a meter and other electrical components to the positive terminal of the boat's battery. All underwater metal parts such as rudders, struts, props, shafts, through-hull fittings, etc. must be connected together with a piece of 14-ga. copper wire or equivalent, which is connected to the negative side of the battery. The H.E.P. system is then put into operation by turning a master switch on and adjusting the current output by means of a rheostat.

JUST A LITTLE HOT AIR...

JUST A LITTLE HOT AIR (or water) can change your entire concept of cruising, puttering, or living aboard. Just as you wouldn't buy a house or a car without a heater, you shouldn't buy a boat without one. After all, a yacht is a good portion of any man's (or corporation's) income, for the larger the income, the larger the boat. Everyone wants to get the most out of his investment. To plunk down a large sum of money for a boat that can't be used on chilly, cold or rainy days, doesn't make much good business sense.

SMALL BOAT HEATING USED TO SCARE PEOPLE. It was bulky, dangerous and cantankerous, not to mention prohibitively priced. Most units were, at best, either conversions of household units or a really nightmarish device. You could buy a heater as big as your boat, that would drive out anyone but a Pizza Pie Baker, or so small that the chill might be taken out, (but it's tough to shave in a Parka). Most units burned worrisome gasoline, or great quantities of kerosene. Wives and Insurance companies both squawked. Electric heaters, if not dangerous, can't be plugged into most docks because they require too much current, and Bottle Gas, well — — —.

SOME OTHER REASONS FOR HEAT ... a boat belongs in the water, if stored wet it will last longer. But why store? If your boat has reliable heat you can cruise anytime the spirit moves you! Your boat will last longer, too.

DRY-ROT IS EXACTLY THE OPPOSITE OF ITS NAME — fresh water and dampness are its favorite breeding ground. Mildew, too. Efficient heat all but banishes these worries.

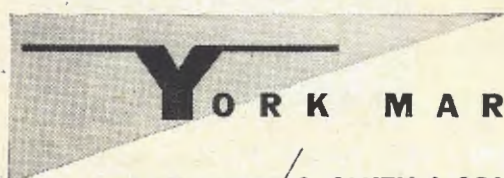
ELECTRICAL EQUIPMENT AND MACHINERY will have extra years of service life on heated vessels.

LAST BUT NOT LEAST — Comfort — set your thermostat and take it for granted that your home afloat is snug and liveable, turn in on bunks that are crisp and dry, not soggy. Families will enjoy cruising as never before.

BEST CRUISING MONTHS ARE EARLY SPRING AND FALL when the waterborn hordes are not yet overboard, or have called it quits — a new realm of cruising is available to the heated boat.

SMITH-WEBASTO Forced Air Heaters burn safe Deisel Oil, easily available at any fuel stop. Exhaust is colorless and odorless and is non-toxic. Heated air is fresh and pure as all outdoors. They are simple and reliable and compact. There is a model for your boat from 25 to 100 ft. Installation is simple and inexpensive. Ideal for both sail or power boats. In the summer or in plain "dusty going" you may use your Smith-Webasto unit for ventilation alone! Smith-Webasto Hot Water Heaters are super-compact, you can pick up and walk around with a unit to heat a 90 ft. boat (and supply showers, galley, etc.). In either case one low voltage motor takes care of everything and these heaters are real fuel-mizers.

FOR FURTHER INFORMATION see your local boatyard or write for the name of the dealer nearest you.



YORK MARINE LTD. 347 5th AVE. • NEW YORK 16,

IN CANADA / **S. SMITH & SONS LTD., 105 SCARSDALE ROAD, DON MILLS, ONTARIO**

For Overseas offices write either of the above



Norge Boats imports the 27' o.a. Norvega with four berths, enclosed head, 300 ft. of sail, 25-hp Universal auxiliary, and high specifications at \$8,750

IMPORTATIONS BY NORGE BOATS include more than a score of foreign built sailing and auxiliary yachts, which range in type and price from the Kid, a 16' lapstrake centerboard day sailing sloop for \$895 up through the Muskeeter, a sloop or yawl 40'8" o.a., with 31 hp. Gray auxiliary, sleeping seven, priced at \$26,100.

New Norge offerings this year are a 34'6" masthead diesel-auxiliary sloop with weekend accommodations for four, designed by George Knight, and a 42' motorsailer designed by Taylor Newell with a double-cabin layout for six people and a 'midships cockpit, available as a sloop or ketch, gas or diesel auxiliary.

Norge boats are built in foreign yards, mainly Scandinavian, under their supervision to high specifications including Everdur screw fastenings, mahogany planking, bronze hardware, American engines, Merriman fittings, stainless rigging, Dacron or Dynalite sails made here by Hathaway, Reiser & Raymond. Working sails and all essential equipment are included in Norge's price on their boats, delivered ready to sail away at their yard in Rowayton, Conn. They also arrange and oversee custom building of yachts abroad.

To mention but a few of Norge's design, the 23'5" Eastward Ho Jr. and 30' Eastward Ho Sr. are semi-motor sailer types by Eldredge-McInnis, with the accent on sail, at \$9,750 and \$14,000. A price leader is the 27'6" Norvega four-berth cruising auxiliary at \$8,750. In the modern light displacement line is a five-berth 33'9" family cruising sloop by Cy Hamlin, at \$18,400. Several Norge models under 25' o.a. fit Midget Ocean Racing Club specifications.

NORGE BOATS, INC., Southfield Ave., Stamford, Conn.

MOLDED FIBER GLASS BOAT CO. announces a new model, bringing to six its line of 1959 boats. The new model is a 15' boat called the MFG Celeron, designed for skiing and fishing. She has a 63" foredeck, mahogany seats, mahogany transom, is priced at \$595.



All MFG 13' and 15' models are said to have been re-designed for extra hull and transom strength, and flotation has been increased to accommodate the heavier and more powerful outboard motors. Transom heights of 15" or 20" are available in the 15-footers, in which aluminum alloy keels have replaced the former wooden ones and the keelson has been redesigned for greater strength. MFG boat prices range from \$345 for the 13' Utility to \$615 for the 15' Erie model.

MOLDED FIBER GLASS BOAT CO., 55 Fourth Ave., Union City, Pa.



The Roberts Bat hydrofoil boat gives a fast, smooth ride

ROBERTS KIT CRAFT for 1959 include nine sailing, rowing and outboard-powered small craft. Newest is the Bat, an 8' long, decked, pram-type boat equipped with hydrofoils which, its builders report, give a much smoother and faster ride than is possible with the same outboard power on a similar hull without foils.

Roberts puts out three popular sailing class boats. The Roberts Blue Jay, built to a racing class that numbers well over 1000 boats in this country, has mahogany plywood sides and bottom and a new rectangular mast and spars. Prices run \$393 for the kit up to \$862 complete. Equally popular as a class is the 11'5" Penguin dinghy, the 1959 Kit Craft version of which is said to be lighter than in the past due to weight eliminated from the centerboard trunk. Kit \$285; finished and painted, \$460. The Gypsy, priced at \$1998 painted, is a cabin version of the popular Lightning Class, 19'3" long.

The Roberts line also includes 8' and 10' prams, with and without sailing conversion kits, and a 12' skiff. Between its do-it-yourself kit and the finished and painted boats, Roberts in most models offers a "thrifty" stage with boat assembled, ready to paint and add hardware, at a substantial reduction from finished prices.

ROBERTS KIT CRAFT, Post Road, Branford, Conn.



This Penguin dinghy was built from a Roberts Kit Craft kit

BLU-BURN-R PROD., INC., Monroe, Wis., have introduced a new "B-B" Marine Type Signal Horn, powered by the "Pow-R-Pak" container of Freon. The horn kit comes complete with two non-toxic, non-inflammable "Pow-R-Pak" containers and a wall bracket, and according to the manufacturers, is guaranteed against salt-water corrosion. Suggested retail price is \$10.95.



The Grand Bahama Club at West End



Enchantress takes some visitors out for a day's sport

STAFFORD SANDS'S favourite island in the BAHAMAS

Stafford L. Sands is an attorney, a member of the Bahamas House of Assembly and Chairman of the Nassau, Bahamas, Development Board. He is also a zealous angler. His powerful Enchantress enables him to show the islands he loves to friends, who may come aboard skeptical of his conviction that these islands are the best in the world, but invariably end up enchanted by Enchantress and Mr. Sands's beloved Bahamas.

I'd be much happier about this assignment if I'd been instructed to name my "favourite islands in the world."

For me, the choice would be an easy one. Where else but the Bahamas? I was born here. I've never seen anything to match them.

Among these islands of ours, I have many favourites, dictated sometimes by where the fish are running best when I have the time to go after them. The area near West End, Grand Bahama, is certainly one of my favourite spots, and since no one in this series has told you about that part of our Colony, I'd like to.

It's an easy, 55-mile run across the Gulf Stream from Palm Beach to West End, a village notable principally because of its glamorous Grand Bahama Club, one of the largest Out Island resorts in the Bahamas.

Some astounding catches, not only of world-record weight, but in number and variety, have been taken in these waters. There's good casting from the shore, bonefishing on the flats, in-shore reef fishing for more varieties than I have space to catalogue and exciting deep-sea angling in the Gulf Stream for marlin, sailfish, tuna, bonito, dolphin, kingfish and wahoo.

Guides are available through the Grand Bahama Club or a local guest house, Hope Bight Lodge. West End has an airport, radio-telephone service and supplies of gas, fuel and water for yachtsmen. And, like all our islands, this area is blessed with fine beaches, magnificent seascapes and a kindly climate the year around.

I think you'll like it.

HERE'S WHY YACHTSMEN HEAD FOR THE BAHAMAS:

NEARNESS. Only 50 miles from Florida.

FRIENDLINESS. No red tape; courteous officials whose language is English.

SAILING ROOM. 70,000 square miles of cruising waters, with thousands of islands. You're never far from a good anchorage.

VARIETY. Luxury-loving cosmopolitan Nassau or serene Out Island ports.

MARINAS. Conveniently-located marinas, notably Nassau's model Yacht Haven.

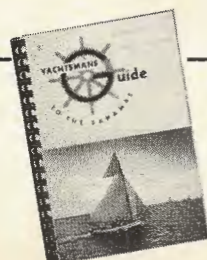
CLIMATE. Good cruising the year around; 72° average in winter; about 10° higher in summer.

CHARTERS. Variety of craft for charter —by day, week or longer—at reasonable rates; veteran skippers and crews.

FISHING. Nature's largest and most fertile fishing waters.

See the colourful OUT ISLAND REGATTA

George Town, Great Exuma
April 23-25



NASSAU, BAHAMAS, DEVELOPMENT BOARD

301 Roper Bldg., Miami 32, Florida

I enclose \$ for:

☐ copies of "Yachtsman's Guide to the Bahamas" at \$1 per copy

☐ "Cruising Charts of the Bahamas," \$1.50 ea.; set of 25, \$35; Hopetown and Man-o-War to Little Harbour charts (not in set), \$1.50 ea.

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Y-1-59



Van Breems reports 10 of these Tripp-designed Vitesse Class fiberglass centerboard ocean racing yawls were built in 1958 and eight major trophies won by them

VAN BREEMS OFFERS SAILBOATS from a 42'4" auxiliary ketch to a 12'6" planing type boat, in wood, steel and fiberglass construction. A Van Breems leader is the Vitesse plastic centerboard cruising yawl, several of which in their first season, last year, piled up a notable collection of ocean and distance racing prizes. She is 40'8" x 27'6 1/2" x 11'8" x 3'11", with fine cruising accommodations. The hulls are molded in this country and shipped abroad to be finished.

Two steel cruising auxiliary ketches are the Calypso, 42'4" x 35' x 12'6" x 4'3" with gas or diesel power, custom-built in Holland, and the Orca, 40'3" x 28'7" x 10'7" x 5'7", sleeping eight, a 10-year-old design of which many have been built. A smaller auxiliary is the well-known Dutch Maid, 30' x 23'4" x 8'7" x 4'3", African mahogany planked, sleeping four, with Palmer 22-hp. auxiliary, priced at under \$10,000. The Silver Spray is a sturdy 20' w.l. sloop.

In the racing line, Van Breems imports the Flying Dutchman, 19'10" o.a. planing sloop which has been selected as the two-man boat for the 1960 Olympics. A smaller planing boat is the Indian Scout, an inexpensive craft of 12'6" o.a. length.

VAN BREEMS INTERNATIONAL CORP., Seaview Ave., Stamford, Conn.

THE COMMODORE UNIFORM CO. offers a varied line of nautical gifts, novelties and useful gadgets in addition to its main line of yachting clothing. Place mats, for instance—they have vinyl place mats in patterns and colors such as the Rules of the Road pattern which demonstrates situations under those rules, along with code flags, for \$2 each, and an anchor design place mat for \$1.25 each.

Terry towels in attractive designs and colors, at 98¢ ea., are another Commodore product, as are nautical lamp shields of flameproof parchment with anchor and steering wheel designs, at \$2 ea.

COMMODORE UNIFORM CO., 349 Broadway, New York 13, N.Y.

MECO ELECTRIC REFRIGERATION for the cruiser consists of an evaporator 14" x 15" x 8" mounted in the ice compartment of a boat's icebox and a compressor and condenser which can be mounted in the engineroom or other convenient place. The Mecro system operates on 110-v. current, either dockside or ship's supply. Where 110-v. current is not available aboard under way, the box is pre-cooled by dockside current and a chunk of ice stowed in the chest for long cruises. For shorter hops between current-supplied piers, the trays of ice cubes made in port are considered sufficient to hold the chill in the box until the Mecro can be hooked up to the next shore current supply.

MARINE EQUIPMENT CO., 1575 So. Division Ave., Grand

GULF SUPER MARINE GASOLINE, a premium fuel made specially for marine engines, will be introduced at the 1959 National Motor Boat Show and will be available at Gulf's many marine fuel outlets next season, a companion product to the Gulf Marine White Gasoline which the company introduced 25 years ago.

Recent marine engine design, the Gulf people say, has produced some engines which need a higher octane fuel than older power plants. Gulf Super Marine, they aver, is the highest octane true marine gasoline available, will not form gum in tanks, lines, or carburetors and will prevent spark plug fouling. It is also said to resist carburetor icing, prevent rust and cut evaporation loss.

GULF OIL CORP., Pittsburgh 30, Pa.



The John Alden 30' Priscilla Class sloop

JOHN G. ALDEN & CO., INC., reports a high level of recent and continuing activity in the designing of power, sail and motor-sailor type cruising yachts for three kinds of construction—wood, steel and fiberglass-reinforced plastic. Emphasis is still on sail in the Alden office but their ratio of larger power boats is growing. During 1958 they designed sailing craft from 30' to 62' in length, motor sailers 41' to 55' and in power from 19' to 91'.

In what they refer to as "product" (stock) boats, Alden points to four models, the 30' Priscilla sloop (10 now building), 36' Malabar 36 yawl, 38 1/2' plastic yawl (10 building) and 42' Nordfarer yawl. Motor sailers are the 41' Wes-Coaster diesel sloop and 43' Whitecap diesel ketch. Power cruisers include 46', 50' and 60' models. The Alden company expects shortly to start a line of large fiberglass power boats.

JOHN G. ALDEN & CO., INC., 131 State St., Boston 9, Mass.

HARD SAILS, INC. EXPANDS. Wally Ross, president of Hard Sails, Inc., has announced that the Long Island sail-making firm is in the process of expanding its facilities to have over 15,000 of modern loft space. It is in leased property with 215 footage on Main St. Islip while a new loft is being built on the firm's own land next door. When the new building is added to the use of the old one it will treble the capacity of the company, known for its development of scientific sails of Dacron, in which the draft and shape requirements are pre-figured by scientific calculations to a point in which very little is left to chance. Each year more class championships have been won with the use of Hard Sails so that in the last two years they have been on 17 different National North American or World's Champion boats, plus many cruising class winners. Hard also researched and developed a new spherical spinnaker, cut with no center mitre, in which the shape is attained with tapered panels. In the 1958 Lightening Class International Regatta, about 80 per cent of the spinnakers were by Hard, as well as 50 per cent of the working sails.



The Hinckley 62 cruiser is a 1959 model

THREE NEW HINCKLEY MODELS, including a 62' diesel power cruiser, have been added for 1959. The others are auxiliaries, the Hinckley 42, designed by John Alden, and the new version of the Sou'Wester Jr. that was introduced last year. This 30' sloop, compiler of a fine racing record in her early appearances, is available this year with many refinements. The hull is mahogany planked and bronze fastened and her interior arrangements include four berths, full headroom, enclosed head, large hanging locker and scorch- and stain-proof formica counters. Decks and cabin top are fiberglass-covered.

The Hinckley 42 is a 42' x 11'6" x 4'6" centerboard yawl with six berths. She is Everdur-fastened, mahogany-planked and powered by a diesel. Equipment includes formica counter tops, monel tanks, pressure water system with hot water and shower, radiotelephone and many other modern conveniences.

The Hinckley 62 is powered by a pair of 239-hp. General Motors diesels and sleeps six or eight in the owner's party with room for a crew of three. She has shower and tub in the owner's quarters, showers for guest and crew, and many such special features as automatic pilot, radar, electric refrigeration and deep freeze, depth recorder, radiotelephone, circuit breakers in all circuits, 3 kw and 10 kw auxiliary generators, a large deckhouse, covered bridge deck and a large cockpit.

Hinckley is also continuing to build the popular 35' Pilot and 41' Owens Cutter auxiliaries.

HENRY R. HINCKLEY & CO., Southwest Harbor, Maine.



Hinckley's 30' Sou'Wester Jr. sleeps four

MACWHYTE STREAMLINED ROD RIGGING of stainless steel was used in the America's Cup defense sloops *Columbia* and *Vim* with excellent results throughout last summer's racing. This Mastay solid rigging is custom-made by the Macwhyte company in stainless or carbon steel, streamlined, square or round sections, and in a wide variety of special shapes with special end fittings.

The Macwhyte catalogue gives a complete listing of their standard wire ropes in stainless and galvanized steel and Monel metal; flexible and non-flexible types of wire, in a choice of sizes and of Macwhyte Safe-Lock end fittings.

A new Macwhyte product is plastic and nylon coated cable for such uses as steering cables and handrails. This Hi-Fatigue cable is of the same quality made by this company for aircraft control cable use.

MACWHYTE CO., 2905 Fourteenth Ave., Kenosha, Wis.

MOBIL BOATING GUIDE, a 160-page book about boats and boating, has been published by Mobil companies and is available for 50¢ a copy at marinas where Mobil gas and oil products are sold, as well as at Mobil land service stations. Illustrated with photographs and line drawings, it is divided into 11 sections and is a comprehensive treatment of all phases of boating. It discusses the fun of boating and offers tips on how to choose a boat, plus information on maintenance, equipment requirements, safety and cruise planning. The rudiments of small-boat piloting, plus basic instruction on skin diving and water skiing are also included, and there is a special chapter entitled "To the Women."

SOCONY-MOBIL OIL CO. INC., 150 E. 42nd St., New York 17, N.Y.



Holding the remote controller for the new Sperry Magnetic Compass Automatic Pilot, the model calls attention to Sperry's new Radar "10" and small-boat Loran

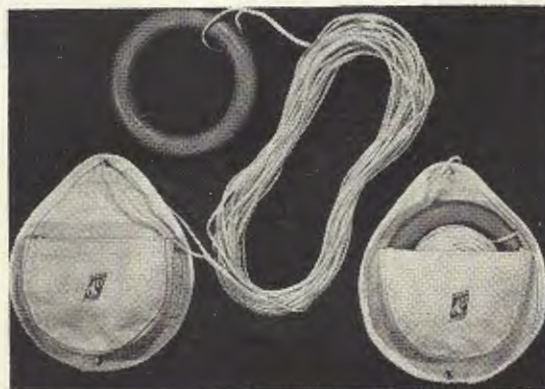
LOW-COST LORAN is now available for small pleasure craft along with new small radar equipment, automatic pilots, converters, and a miniature gyro compass in the equipment offered by the Sperry Piedmont Co., a division of Sperry Rand Corp.

The new one-unit Loran weighs 38-lb. and retails at \$1500.00. The small-boat 10" radar, with range scales of ½, 1, 4, 8 and 20 miles, has an indicator slightly larger than a table-model television set. The unit consists of a scanner transceiver and indicator unit, and lists for \$3500. A 5" radar, priced at \$1500., will be previewed at the boat shows.

Sperry is also offering a new portable radio direction finder, designed to operate from a 12-volt supply.

All of the above described units and new low-cost converters and a miniature gyro compass will be on exhibit at the 1959 boat shows.

SPERRY PIEDMONT CO., Div. of Sperry Rand Corp., Charlottesville, Va.

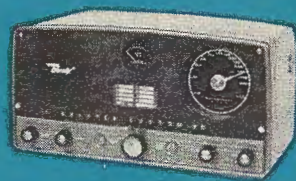


CHARLES ULMER, INC., City Island 64, N.Y., is introducing a new safety device for a man-overboard emergency. Called *Heav-n-Line* it is a six-inch foam rubber ring and 100' of floating polyethylene line that comes in a canvas case for attaching to the side of the cockpit. Price \$6.95

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RADIO-TELEPHONES



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Bartell's Marine Radio
Tyrrell's Marine Electric
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Eddy Craft Boat Co.
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WEST PALM BEACH
GEORGIA
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HAWAII
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Daytona Beach Boat Works
Jackson & Tuttle
Ward's Marine Electric Serv.
Marine Electronic Service
Fort Pierce Marine Park Corp.
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Strode Radio & Television
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Hansen Chris-Craft Sales, Inc.
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South Georgia Comm. Co.
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Marine-Radio Equipment
Koshler Supply Co.
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IN MARINE ELECTRONICS



AND BEST...FROM BENDIX



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SAN FRANCISCO LOS ANGELES BOSTON AND MANY OTHER LOCAL BOAT SHOWS

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PORTSMOUTH Electronic Devices, Inc.
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CITY ISLAND Tivoli Radio & Marine Co.
CLAYTON Geo. W. Mercier, Inc.
Spicer Bay Yacht Basin
ENDICOTT Northeastern Comm. Eng. Co.
GREENPORT, L.I. Fairfield Marine
LOCKPORT C. Wm. Criswell
MONTAUK, L.I. Fairfield Marine North
NEW YORK Smith-Meeker Engineering
NORTH TONAWANDA Richardson Boat Co.
PORT WASHINGTON Tivoli Radio & Marine Co.
ROCHESTER Two-Way Radio Service
SOUTHAMPTON, L.I. Southampton Electronic Assoc.
UTICA Endres Marine Store

NORTH CAROLINA
BEAUFORT Machine & Supply Co., Inc.
WILMINGTON French Radio Co.
WRIGHTVILLE BEACH Wrightville Marine

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CAMBRIDGE Fierlage Marine
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CLEVELAND Dittman's House of Television
Ohio Marine Radio Corp.
Bidwell's Marine
Brown's Marina
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PAINESVILLE Douglass & McLeod, Inc.
PORT CLINTON Gem Boat Sales
ROCKY RIVER Louis Balogh
SANDUSKY Brown's Inc.

OREGON
ASTORIA Oregon Marine Supply Co.
NEWPORT Radio Center
Yaquina Bay Marine Supply
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PORTLAND Columbia Marine Electronics
Oregon Marine Supply Co.

PENNSYLVANIA
ERIE R. D. McAllister & Soh
McKeesport Tico Electric
PHILADELPHIA Mueller Electronics Inc.
PITTSBURGH Motor Boat Sales & Serv.
Elmer Ritchey

RHODE ISLAND
CRANSTON Pawtuxet Marine Electronics

POINT JUDITH Merriam Marine Radio
SOUTH CAROLINA
CHARLESTON Coastal Radio Service
TENNESSEE
NASHVILLE McGhee-Richardson Co.
Nashville Bridge Co.

TEXAS
AUSTIN Gaston Boat
BEAUMONT Straughan Radio & Electric
CORPUS CHRISTI San Antonio Machine & Supply Co.
DALLAS Hardwick Etter
FREEPORT Plaza Radio
FORT WORTH Marion Hetting Boat Works, Inc.
GALVESTON Campbell's Electronics
HARLINGEN San Antonio Machine & Supply Co.
HOUSTON Gulf Radiotelephone Inc.
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TACOMA
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MANTOWOC P. J. Schwietering
MILWAUKEE Schmitz-Hicks, Inc.
STURGEON BAY City Radio & Television





A typical Trumpy houseboat-cruiser, the 67' "Eskimo"

CUSTOM-BUILT TRUMPY YACHTS. John Trumpy and Sons, Inc., continues to turn out some of the finest custom yachts in the country, a form of construction for which it has been known for many years. The emphasis is on quality work of the highest order on top grade power yachts and auxiliaries. The firm's Annapolis yard is well known for its work in engine re-powering, overhauling, rebuilding and in all types of repair and maintenance jobs. In the past year Trumpy built one 53' cruiser and two 57-footers, and houseboat cruisers of 60', 67' and 71'. The yard is currently working on a 47' shoal draft ketch, a 53' cruiser and 70' houseboat cruiser; and has two new boats in the drawing board stage. All the above are powered by Detroit Diesel engines.

Typical of the Trumpy houseboat cruisers is *Eskimo III*, 67'6" x 64'3" x 16' x 4'6" with a hull form developed over years of experimentation that gives excellent performance at sea and the ability to keep moving well under adverse conditions. She has two G.M. 6-71 turbo-charged diesels for a cruising speed of 13½ knots and every extra imaginable in the way of electronic gear, galley and engineroom equipment. Below, she has two double staterooms, two baths and a combination office and single stateroom, plus combination living and dining room and galley in the deck house. *Valor*, 57' x 53'10" x 14'0" x 4' is a fast Trumpy cruiser, a roomy flush deck boat with top accommodations and a top speed of over 20 knots. She is of double-planked mahogany over white oak frames, with teak decks and superstructure.

JOHN TRUMPY & SONS, INC., Annapolis, Md.



"Valor," a fast 57' cruiser built by Trumpy

KUHLS ELASTIC PRODUCTS have been helping yachtsmen keep their boats tight and tidy for 68 years. The company points to that long period of continually improving old products and developing new waterproof compounds for all the many different uses about a boat, and for all climatic conditions, for which each product is thoroughly tested before being put on the market.

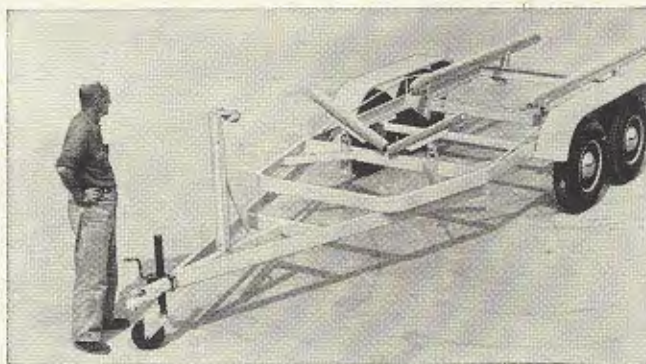
The Kuhls booth at the leading boat shows this winter will, as usual, be a source of information for the boat owner about what kind of elastic products are used for what purposes in what parts of his craft. In addition to the Kuhls booklet "How To Keep Boats Watertight," Kuhls will have consulting service experts at the shows.



Small boy works Gator Uni-Lever control

A WIDE RANGE OF GATOR TRAILERS, featuring the new Uni/Lever control on all Gators for outboard boats up to 17' and 1450 lbs. is available for 1959. The Uni/Lever reduces the launching effort to a single hand movement. For larger runabouts and outboard cabin cruisers from 18' to 22', the 1959 Gators have finger-tip-control equipment so that a few pounds of finger tip pressure can launch and retrieve 3,000 lb. cruisers. Directional signals have been made standard equipment on all outboard cruiser trailers for 1959 in accordance with the laws of many states. There are Gator and Super Gator Uni/Lever trailers for outboard boats from 13' to 17', the Champ line of economy trailers for sizes up to 1500 lbs. and special models of trailers for inboard boats up to 25' and for centerboard sailboats of such one-design classes as Snipe, Thistle, Comet, Highlander, Lightning, Rebel and Flying Scot. Gator also has such accessories as a directional signal kit, Gator guide for loading in wind and current, snap-down parking wheel and nylon tie down straps.

PETERSON BROS. INC., P.O. Box 51, Station G, Jacksonville, Fla.



Gator inboard trailers can carry boats from 19' to 25' and up to 5,000 lbs.

ALUMINUM EXTRUSIONS for the boat building industry are produced by the William L. Bonnell Co. The manufacturers list some 120 different shapes in the Bon Voyage line of extrusions, for use on wooden, aluminum or fiberglass boats. In addition to the purely aluminum shapes Bonnell produces shapes combining aluminum and vinyl, and purely vinyl extrusions for certain special applications. The aluminum extrusions have an exclusive Alumarine finish said to stand up to all kinds of weather and water.

THE WILLIAM L. BONNELL CO., Newman, Ga.

SOUTHERN SCREW CO. manufactures weather and vibration resistant wood screws for marine users, and keeps them available in warehouses in several states for quick delivery in quantity. Screws of brass, chrome-plated brass, silicon bronze, aluminum, stainless and hot galvanized steel are offered by Southern.

...After Two Years

STILL THE "QUEEN OF THE FLEET"

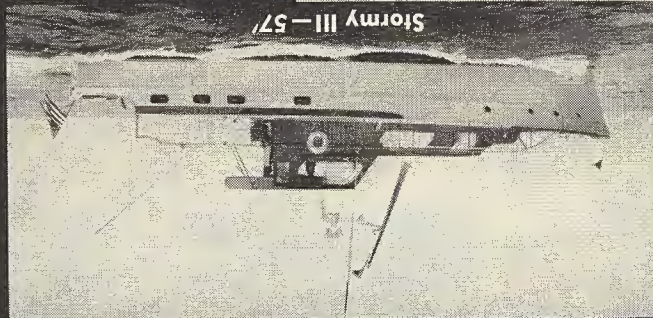
ALISA V
96'



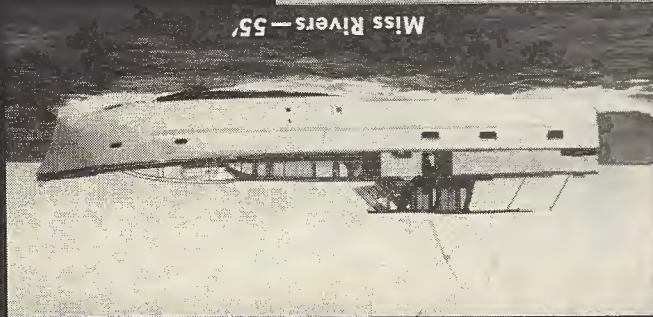
Sea-going yachts — custom built
for the discriminating yachtsman

Featuring the finest in

- STYLING
- SPACIOUSNESS
- SAFETY
- SPEED



Stormy III — 57'



Miss Rivers — 55'



Plane Eleven — 40'

WE INVITE YOUR INSPECTION
OF OUR STOCK HULLS.

COMPARE

QUALITY—PRICE

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Browning Marine Inc.

FORT LAUDERDALE, FLORIDA

Complete Design, Construction and Repair Facilities



Largest Owens is the 35' Flagship Cruiser

THREE OWENS LINES. Owens Yacht Co. is featuring outboards of fiberglass or lapstrake construction in the Fleetship line from 15' to 20', Speedship cabin cruisers at 22' and 25', and the larger Flagships, luxury yachts of 28' and 35'. Lowest priced Owens is the 15' Argos, a fiberglass outboard runabout for motors to 50 hp. suitable for fishing utility and sport use, and there is also a 15' deluxe runabout. In 17' there are three fiberglass models, the Landau with removable hardtop and special high-style features, the Twinsport with two seats facing aft for fishing or skiing, and the deluxe runabout with sports car styling. These boats can take twin installations to 175 hp. There is also a fiberglass 17' Cruisette with two bunks, and the 20' lapstrake Fleetship comes as a sport fishing or cruising model. Lapstrake is optional with the 22' deluxe cruiser for inboard V-8 150 or 220 Flagship power, and there is a 22' outboard cruiser.



The 2500 Owens Speedship Express Cruiser

The 2500 Express Cruiser has a big boat look and feel with walkaround decks, yacht railings, mahogany planking and a four-berth cabin with convertible dinette, enclosed toilet and full galley.

The Flagships at 28' and 35' have new styling features and offer a great deal of room for their overall length. The 28', with teak decks and cockpit, has a flying bridge, canopy top, mahogany cockpit rail with gate and sleeps four or five. The 35' has "big-yacht comfort" with bunks for six or seven, a complete galley, dinette and full-sized dressing room with shower. Owens also manufactures Flagship Marine V-8 engines.

OWENS YACHT CO. INC., Dundalk, Baltimore 22, Md.



NEW CRANKCASE OIL FROM ESSO. Esso Research has developed a wholly-new crankcase oil for yachtsmen called Essolube HDX. It incorporates individual advantages of two earlier types of oil, in that it helps prevent low-temperature sludge formation in the crankcase and also minimizes collection of high-temperature deposits behind rings and in piston-ring grooves.

Esso will also have available this summer the new improved Esso Extra Marine gasoline with Marnol that keeps carburetors and engines cleaner, combats spark-plug fouling, improves valve-action and fights fuel tank and line deposits. Three years of research with a special radio-active tracer method identified ingredients that cause harmful engine deposits, and new refinery procedures have eliminated them.

Cruising aids are again available from Esso. They include the familiar Cruising Guides and a new Esso Marine Slide Rule for computing time-and-distance, both available free at Esso Boat Show exhibits and on request.

ESSO STANDARD OIL CO., 15 W. 51st St., New York 19, N.Y.

South Coast's new improved halyard reel winch (right)



HALYARD AND SHEET WINCHES from South Coast have been improved for 1959. A halyard reel winch popular with ocean racers has a new clutch feature which allows halyards to be released gradually. Not only is this especially convenient for letting a sail down an inch or so to conform to banding requirements, but it also has an extremely compact clutch handle with no protruding surface for lines to catch or snag. Another popular item is the Fig. 800 sheet winch with a large low drum which gives greater holding power for sheets, yet has ample power on the winch handle to sheet in genoas when the breeze is fresh. Aluminum or bronze drums can be ordered and it can be chrome plated. The 800 winch size is popular on boats of the NY 32, PCC and 10-Meter size range. South Coast's complete catalog may be obtained on request.

SOUTH COAST CO., Newport Blvd. at 23rd St., Newport Beach, Cal.



Geared sheet winch from South Coast Co. (left)

NEWPORT FIBERGLASS OUTBOARDS for 1959, manufactured by Atlantic Marine Industries, consist of two basic hulls, a 15 and a 17-footer. These hulls are sold in three models each; utility, standard and deluxe with a choice of deck colors. Two transom heights are provided for the 17-footer. Factory-installed accessories that may be ordered as desired include windshields, convertible tops, custom upholstery, steering installations, lights, ski hooks, etc.

In the past two years Knutson has built 18 of the K-35's pictured below. We are now proud to announce the addition of the new K-37 sloop which is shown at the right.

The K-35 for 1959 has been further improved and refined and is available as a sloop or as a masthead rig yawl. Both as a comfortable cruising boat with accommodations for up to 6 and as a fast distance racer, the K-35 has set a new standard of excellence.

The K-37 sloop was developed because we realize that many people use their auxiliaries primarily as day sailers with only an occasional cruise. She has the most comfortable cockpit imaginable with ample room for 8. She sleeps 4 below, and has a good galley. Power is a 25 h.p. Brennan Imp. Specifications remain top grade with a 4600 pound lead keel, mahogany planking, bronze fastenings, varnished mahogany cabin, rail trim and seats, teak cabin sole, Sitka spruce spars, stainless steel rigging, dacron sails, 3 halyard winches, 4 sheet winches. Workmanship is up to the usual Knutson standard of excellence. However, by limiting the cruising equipment and by simplicity in interior joiner work we can offer this outstanding 37 footer complete for the very low price of \$16,000.

Both of these outstanding auxiliaries will be on display at the New York Boat Show in January. See them there or write us for full particulars.



The New K-37 sloop, above; the K-35, yawl and sloop, below



THOMAS KNUTSON SHIPBUILDING CORP.

HALESITE 1, L. I., N. Y.

HAMILTON 1-3300

BUILDERS OF FINE YACHTS FOR MORE THAN FORTY YEARS



Wheeler has re-entered the stock cruiser field with the 1959 Playmate line. This is the 34'

WHEELER YACHTS FOR 1959 include a new line of the company's once familiar Playmates. Newly introduced, these are available in 31', 34' and 40' sizes in a choice of hardtop express cruisers, convertible sedans and flying bridge sport fishermen. Wheeler is also continuing to build custom yachts from 43' to 72', with sizes of 46', 48', 53', 58', 61' and 65' included.

All construction of Wheeler boats has followed the recommended practices of the American Boat and Yacht Council with consultations with and inspection and testing by the Yacht Safety Bureau, both of construction methods and practices and the finished boat.

In the Playmate series, the 31' hardtop express, capable of speeds to 25 m.p.h. has a self-bailing cockpit with flush hatches over the engines, two forward bunks and a convertible dinette, large bathroom and large galley unit. The 34' comes in a hard top with a similar layout with added closet, dresser and locker space, or can be ordered in a convertible sedan model, as can the Playmate 40'. The 40' sleeps up to eight in four separate cabins in the convertible sedan model which features an owner's stateroom with twin beds. All the Playmates have full-planing round-bilge hulls.

The Wheeler yachts in the various sizes can be planned as sedan cruisers, sports fishermen or promenade deck models, with luxury appointments of the highest order, the most modern electronic equipment and the latest, most thoroughly action-tested big game fishing gear.

WHEELER YACHT CO., Foot of Patterson Ave., Clason Pt., New York 72, N.Y.



The 53' promenade deck yacht is one of the larger yachts custom built by Wheeler

H. A. CALAHAN'S OFFERING for 1959 includes two new products, Liquid Seaprene and Under-Cover Paint Remover. Liquid Seaprene is a development from the original Seaprene hull covering with sheets of chloroprene (see "A New Covering for 'Mandala'" elsewhere in this issue). The new system does away with the sheets and is described as a monolithic one-piece coating built up over the surface to be protected by the use of a paint roller. The liquid Seaprene is rolled onto the hull and allowed to dry, in successive coats to build up the desired thickness. Usually four coats, which can be applied in a day, are enough.

Mr. Calahan says the Liquid Seaprene bridges over seams, checks, etc., and that it has all the characteristics of sheet Seaprene to an adequate though a lower degree. These characteristics include adhesion to wood, resistance to abrasion, elasticity and "elastic memory." Its advantage is ease of application and small cost. The sheet Seaprene is also available, and its substitution is not recommended.

Under-Cover paint remover is brushed onto the surface to be cleaned off and immediately covered with a transparent plastic sheet. After from one to six hours the sheet is stripped off, pulling most of the old paint with it. Other well-known Calahan products include Chilled Varnish and Paint, 3-Ton Adhesive and Dumbbell Puddening.

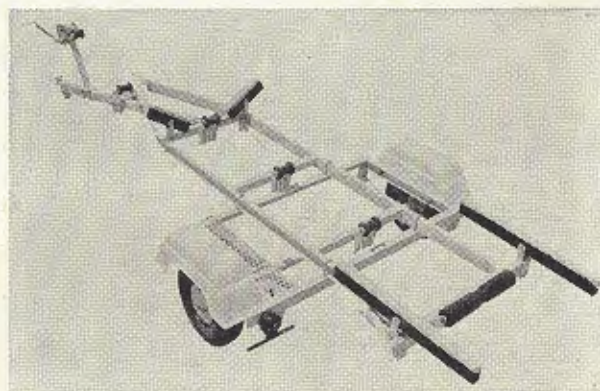
H. A. CALAHAN, INC., 859 Mamaroneck Ave., Mamaroneck, N.Y.



Family launching from a Little Dude trailer

LITTLE DUDE TRAILERS feature a new look, called bold and brawny by the company, in the 1959 line. It comes from a heavier steel framework in most of the new models to insure adequate capacity in the face of increasingly heavier loads of motors and gear. There is also a new style of underslung running gear to lower the trailer's center of gravity for added stability and easier loading and launching. Little Dude trailers now offer fiberglass fenders as optional equipment on deluxe models and a new extra-durable baked-enamel finish. There is one new line, the Junior Tandem, and six lines with similar ranges to 1958 models, from the economy E series for small fishing boats and runabouts to the big Tandems for heavy outboard cruisers. All but the E series feature Rocking Boom Platform gravity action loading, and '59 models have foam rubber transom supports, extra-wide rubber rollers, transom support release and chrome hubcaps. A new assembly plant in Amsterdam, N.Y., will add to the company's distribution facilities.

LITTLE DUDE BOAT TRAILER CO. INC., Box 4513, Fort Worth, Tex.

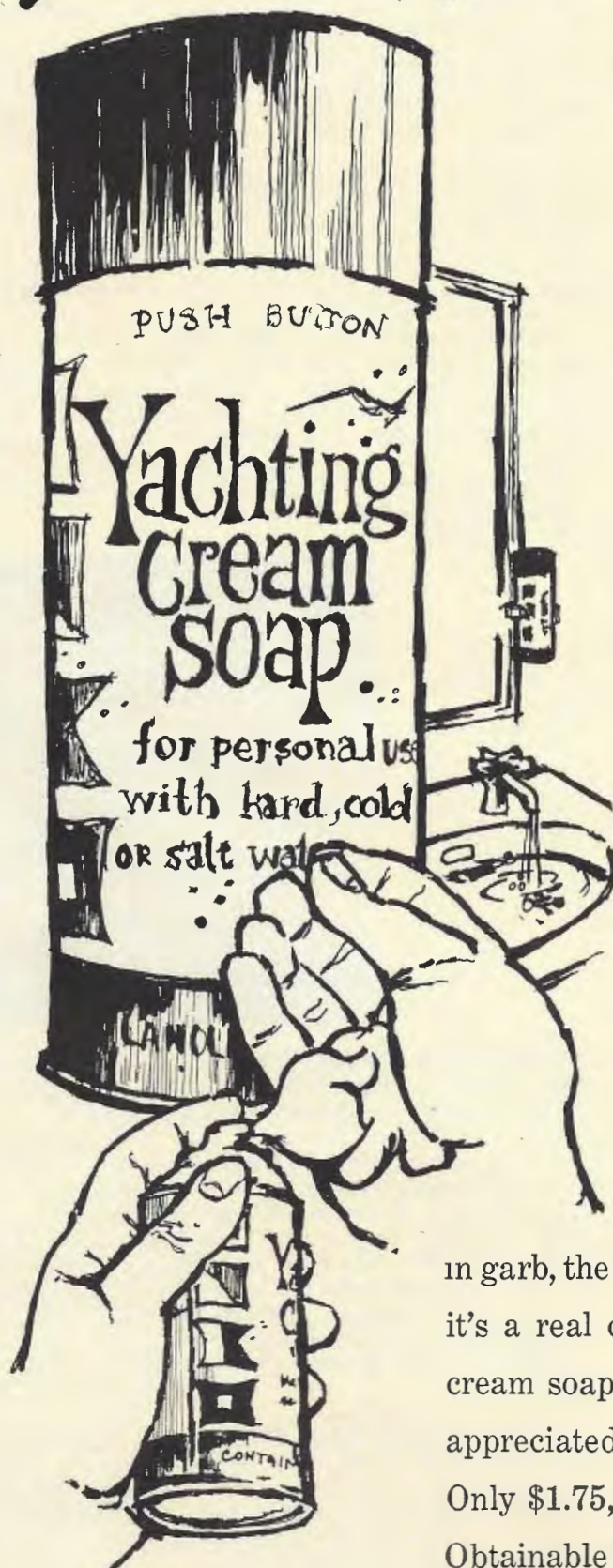


Little Dude trailer has fiberglass fenders, heavier frame to support bigger loads of new boats and motors

MODEL ST. LAWRENCE FISHING BOAT is a featured product of Herter's, Inc., manufacturer of sporting goods of many kinds. Constructed of Herter's chrome fiberglass, the St. Lawrence is described as an exceptionally able model, 16' long, 5'4" beam, depths 26 1/4" amidships and 22 1/4" at the transom, with a load capacity of 1500 lb. and a weight of 300 lb. It handles outboard motors up to 60 hp. and sells for \$343, with a wide choice of colors for \$15 extra.

Another Herter product is their Plexiglas Cleaning Kit, containing a can of cleaner, a jar of scratch remover, two soft polishing cloths and a sponge applicator.

Yachting Cream Soap



FOR PERSONAL USE

**THE FIRST PUSH BUTTON SOAP
PERFECT WITH HARD, COLD,
OR SALT WATER, APPROX. 300
APPLICATIONS.**

**ESPECIALLY PREPARED
AND PACKAGED FOR**

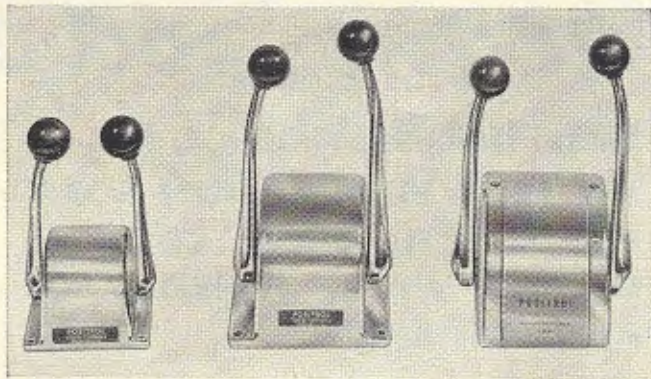
BOATING. Not since the formulation of soap itself has there been bigger news in hand, face and body soap. Since it is in cream form, it lathers with any water. It is also full of Lanolin to ease sun and windblown skin. **ECONOMICAL.** In its beautiful container there is no melting away or dripping, no messy soap dish, and no slivers to throw away. **HYGIENIC.** Each push of the button is like using a fresh bar of soap. **REALLY CLEANS.** This soap will remove oil and grease from hands without harsh after effects. **RUST-PROOF.** Container is waterproof and rustproofed. **DECORATIVE.** It is nautical

in garb, the container is gay and colorful thruout its life, it's a real conversation piece. **GIFT ITEM.** Yachting cream soap is an unusual and thoughtful gift, will be appreciated as a useful everyday item.

Only \$1.75, No Federal Tax — About 1/2 cent per use.
Obtainable at all marine stores, or write to

**INTERNATIONAL CLUB
501 FIFTH AVENUE
NEW YORK CITY**

Dealer's inquiries invited.



A few of the many Panish Controls. Left-to-right are Series 1800 and 2200, for smaller vessels with inboard or outboard power under 100 hp.; Series 1700 and 1200 for all gas or diesel engines with American-made hydraulic reverse gears

PANISH POSITROL CONTROLS constitute a complete line for the handling of all kinds of gasoline and diesel engines in any craft from large commercial ships down to small inboard and outboard pleasure craft. Panish Clutch and Throttle Interlock protects engines and reverse gears from damage by erratic maneuvering, making it impossible to over-run the clutch positions by opening the throttle before the clutch is engaged, or to disengage the clutch with the throttle open beyond safe maneuvering range.

The mechanisms are simple, non-magnetic, dust and water proof, immune to temperature changes and have self-oiling bearings. Installation is easy and maintenance calls only for occasional oiling and periodic checks of the control heads. The Panish flexible and 100% mechanical Push-Pull Cables provide quick economical installation. Eliminating springs, sprockets, chains, turnbuckles and other fittings; they give positive, instantaneous reproduction at the clutches and throttle of any movement at the remote control point, and eliminate any need for tensioning and adjustment once the Panish controls are installed.

Unbelievable ease of operation and dependability and lack of any frictional loss are claimed to result from the use of the Panish Push-Pull cables.

In addition to their complete line of engine controls for all purposes, Panish offers such other products as a new Panco Steerer for outboards and an outboard motor repair fixture to hold even the heaviest motors in any position desired to facilitate repair work.

PANISH CONTROLS, 191-203 Bennett St., Bridgeport 5, Conn.



MABSCO PRODUCTS, Box 23, Hollis, N.Y., reports wide acceptance of their Mabsco Seam Reefing tool, for cleaning out old seams preparatory to caulking. It has a depth control regulator, to avoid digging too deep, and two beeing edges, 1/16" and 1/8" for narrow or wide seams. The top of the blades can also be used for replacing the caulking

THERMOLATOR PORTABLE SAFETY HEATERS are light and compact units in which a motor circulates warm, dry air in the cabin. An automatic thermostat prevents overheating, and it is said to stay cool to the touch, to be safe to handle, and not to scorch clothing or upholstery. The unit is 5 1/4" by 4 1/4" by 4 1/4" and weighs 2 1/2 lb.

NEW EXIDE MARINE BATTERIES in 6 and 12-volts and in two grades, Super Marine and Standard Marine, are put out this year by Exide Industrial Div. of The Electric Storage Battery Co. Suitable for outboard and inboard engine starting and other marine power applications, the new line offers the following features:

Buried intercell connectors; optional burned-on wing-nut terminals; highly shock-resistant molded rubber containers; the latest developments in grid alloys and active materials; optional availability in dry-charged state for spare-battery stowage.

Twelve-volt Super and Standard Marine batteries are available in capacities ranging from 41 to 90-amp-hr. at the 20-hour rate of discharge; six-volt sizes with capacities of 70-155 amp-hr. Exide Super Marine batteries have greater plate area and higher capacity than the comparable Standard Marine counterparts.

Exide uses electrolyte of 1,260 specific gravity in the new batteries, said to extend their life beyond that of batteries with higher-gravity electrolytes. Vent plugs of shatter-resistant molded polystyrene are said to prevent spillage of electrolyte even with the battery tilted to 45 degrees.

ELECTRIC STORAGE BATTERY CO., Marine Dept., Exide Industrial Div., Box 8109, Philadelphia 1, Pa.



The 28' auxiliary sloop *Samurai* is Japanese-built from designs by Eldredge-McInnis and imported by International Marine Corp. of Boston

JAPANESE-BUILT CRUISING SLOOPS of 28' and 36' o.a. sizes are offered by International Marine Corp. and are from designs by American naval architects Eldredge-McInnis. The *Samurai* is a 28-footer that is "all boat," with an unusual amount of cruising accommodations for four or more for her over-all length, and is priced at \$9,350 afloat with sails and ready to go at Boston. A larger craft is the 36' o.a. Kappa, optionally sloop or yawl, centerboard or fixed keel, priced at \$16,000. The boats are built and equipped to American standards under the supervision of International Marine in their Japanese yard. Another product is a 7' fiberglass rowing and sailing pram dinghy.

INTERNATIONAL MARINE CORP., 131 State St., Boston 9, Mass.

ATLANTIC-PACIFIC MFG. CORP. reports a number of new items in its extensive line of life saving and water sport equipment. One is a new red plaid adjustable ski belt, to fit adults and children, with its kapok filler electronically sealed in vinyl inserts. Of similar construction is a new red drill ski vest, allowing complete freedom of arm motion and adjustable to fit adults and children.

A new buoyant cushion 15" by 15" by 2" is made in box calf grain vinyl in various colors, electronically sealed. Atlantic-Pacific also offers a line of redesigned water skis.

ATLANTIC-PACIFIC MFG. CORP., 124 Atlantic Ave., Brook-

plan for
PLEASURE

plan for
SAFETY

with

MONEL EQUIPMENT

See the latest in Seagoin'
Monel* equipment at the 49th
Annual Motor Boat Show ...
New York Coliseum,
January 16 to 26, 1959 ... Inco
booths C-118 to 121 (third floor).*

*Registered trademark

THE INTERNATIONAL NICKEL COMPANY, INC.
67 Wall Street New York 5, N. Y.



Monel fuel tanks help prevent fire at sea. When properly made, they just don't leak! They're long-lasting, too.



Monel nickel-copper alloy water heaters resist corrosion, keep fresh water fresh.



Anchorfast* Monel nails keep planking tight in any sea — they drive like a nail, hold like a screw.



Monel shafts add to your safety — resist whip, wear, impact and corrosion. Look for the new "Monel Shafting" emblem when you buy.

MONEL
THE SEAGOIN'* METAL

The BOAT SHOW in Print



The Swan, available in 14' or 16' lengths, is an example of U.S. Molded Shapes' Ply-Lap hulls

"PLY-LAP" CONSTRUCTION is being stressed more than ever this year by U.S. Molded Shapes in their hulls produced both for professional manufacturers and amateur builders. Ply-Lap, they explain, consists of a lapstrake exterior welded onto a molded plywood hull, said to combine the advantages of the easily worked and cleaned smooth interior with the riding qualities of the clinker-built boat.

The U.S. Molded Shapes line includes a range of hulls from a 9' dinghy up to a 24' cruiser, most of which are available in optional smooth molded plywood or ply-lap constructions. Parts kits and molded cabin tops are among the company's products, in addition to hulls.

U.S. MOLDED SHAPES, INC., 640 Market St., Grand Rapids, Mich.

HAZARD KORODLESS marine wire rope and fittings boast a number of virtues important for yacht uses, such as high resistance to corrosion, high strength, and resistance to bending or vibration fatigue. Korodless steel ropes are performed, making it unnecessary to seize the ends when cut.

A booklet put out by Hazard gives breaking strength and weight tables for their rope, which includes different types for standing and running rigging in sizes up to $\frac{3}{8}$ " and strengths to 44,000 lb. breaking strain. The pamphlet also illustrates the various types of Tru-Loc Korodless yacht terminals for steel rope, such as eye-end, threaded-sleeve, fork-end and ball-and-strap-jaw patterns. Instructions for socketing Hazard Korodless wire rope into fittings are also included in the booklet.

HAZARD WIRE ROPE DIV., AMERICAN CHAIN & CABLE CO., 929 Connecticut Ave., Bridgeport 2, Conn.

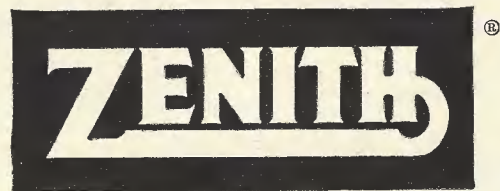


A Barbour 19' Silver Clipper in the Cruiser model

NEW BARBOUR BOATS FOR 1959 include models in 15', 19' and 22' lengths. A deluxe 15-footer, on the same hull as the Barbour Vacationer, has a new deck, seating arrangement, windshield, steering gear and hardware. To handle the new motors of 50 hp. and up, Barbour has added a Hardtop and a Cruiser model to their 19' Silver Clipper line, while in the 22' lengths the same three models will be available, the cruiser being complete with galley, head, etc. The 16' Vacationer and Silver Clipper will be available again with slight bottom modifications to the Clipper.

Barbour models start with the 12' Utility. The Barbour hulls are built with lapstrake mahogany sides and Super Harbord V bottoms. All are built for outboard power and the 19' and 22' models may be had with inboard power.

For Greater Safety
and Dependability



and
STROMBERG®

Marine

Used as
standard
equipment by
every major
manufacturer of
marine engines

**CARBURETORS
FILTERS
FLAME ARRESTORS**

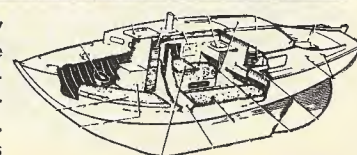
ZENITH CARBURETOR DIVISION OF

696 Hart Avenue, Detroit 14, Michigan
Export Sales: Bendix International Division, 205 East 42nd St., New York 17, N. Y.



CARAVEL—new

British sloop is perfect little cruising ship. 2 cabins (3-4 berths). Galley. Stable, comfortable. Large cockpit. Sturdy Stuart-Turner Gas Engine (4BHP). Easy to handle and maintain. Dacron sails. Finest construction. Now available in U.S. at about \$5000 also the 28 ft. Campaigner about \$7500. Write: Cheverton Boats, Box 187 Wall Street Station, New York 5, New York.

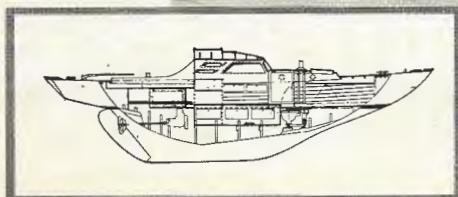
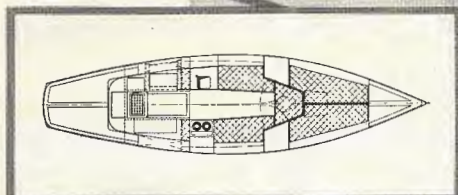


Never have Yachtsmen said yes so fast!

Within three years the

✶ **KING'S CRUISER**

*has become the most popular
auxiliary yacht
sailing American
waters!*



Little wonder that this sleek, racing-cruising beauty has captured the heart of the American yachtsman. High performance, luxurious accommodations and unexcelled Swedish craftsmanship have made it an instant favorite. One of the finest boats in its class, it comes equipped with stainless sink, icebox and stove—American toilet, four foam rubber berths, drop-leaf mahogany table, glass, chinaware, flatware, cabin lights, shipping tarpaulin, plus many other extras. There's a trouble-free Volvo Diesel, too—with electric starter and full forward, intermediate, neutral and reverse gears.

**For
brochure and
further details,
consult
the following
dealers**

Swedish Boating
P.O. Box 1528, Annapolis, Maryland

Georgetown Yacht Basin, Inc.
Georgetown, Maryland

Wm. P. Jenkins Boat Yard
Rowayton, Connecticut

F. Gardner Schirmer
78 Abbot Road, Wellesley Hills 82, Mass.

Fred J. Driver, Assoc.
2575 So. Bayshore Dr., Miami 33, Fla.

Olof Frisk
5350 Glenwood Ave., Chicago 40, Ill.

GEORGE B. WALTON, INC.

P.O. Box 1528, Annapolis, Maryland
Phone: Colonial 8-5191



Inland Seas 40-ft. Steel Clipper sleeps six

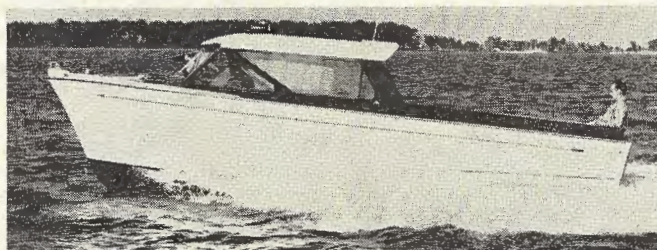
INLAND SEAS BUILDS CRUISERS. The 1959 line of Inland Seas Boat Co. consists of six sizes of cruisers, in two series, and in four different styles.

The standard "Steel Clipper" series features plastic-coated alloy steel hulls and solid mahogany cabins. The 26-ft. and 28-ft. models are available as flying bridge sedans, sleeping four, and with single or twin gas engines. 31-ft., 35-ft. and 40-ft. sizes come in the flying bridge style as well as a double cabin deckhouse model—all sleeping six. Offered are single or twin gas engines, with gas or diesel in the two larger boats.

The economy "Steel-Mate" series is new. It has plastic-coated steel hulls and fiberglass hardtops. The 24-footer is built as a hardtop overnighter sleeping two, as an open utility or in a flying bridge version sleeping four. Inboard or outboard options are offered. The 26-ft. Steel-Mate comes in the same models, with single or twin gas inboard engines.

All are salt water equipped. Hulls and party completed boats continue to be available.

THE INLAND SEAS BOAT CO., 2035 First St. at Venetian Drive, Sandusky, Ohio



Steel Mate Overnighter, a 26-footer by Inland Seas

SEATRONIC ELECTRONIC TACHOMETER measures the r.p.m. of inboard or outboard gasoline at any distance up to 200 feet without the use of batteries or mechanical cables, its makers say. It has no moving parts or vibrators to be replaced; has no effect on engine performance at any speed; does not interfere with ship-to-shore radiotelephones and will not affect a magnetic compass. Extraneous electrical magnetic fields are said not to affect its accuracy. Prices start at \$30.

Another Seatronics product is the Miniverter, of 5-amp. output, which comes in standard permanent installation or portable models and will trickle to less than one amp-hour and not overcharge. Prices from \$32.25.

SEATRONICS, INC., 1030 York Rd., Towson 4, Md.



The Seatronics Miniverter has an output of 5 amperes

AERO-CRAFT OFFERS ALUMINUM BOATS. Aero-Craft aluminum boats for 1959 will be available in a line of 24 models. Several new 12 and 14-ft. fishing models will soon be available.

Aero-Craft's 17-ft. canoe features web seats which have been thoroughly tested and approved for strength, long life and comfort.

New is the deluxe "Adventurer AD-18," designed as an 18-ft. offshore cruiser. The Adventurer will also be available in a standard model.

Deluxe and semi-deluxe sport cruisers and runabouts will be offered in a wide selection.

1959 features include heavy duty satin finish gunwales, transverse hat section bottom bracing, cast quarter braces, larger seat radii, larger bailers, snap-on decks for fishing models and power thrust transoms. The complete line carries a life-time guarantee against hull punctures in normal use on water.

HARWILL, INC., 400 Water St., St. Charles, Mich.



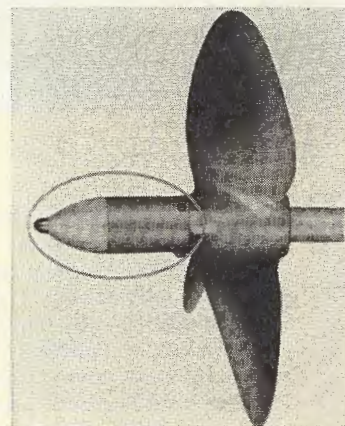
Aero-Craft 18-ft. Adventurer AD-18

GODFREY FAIRWATER CAP. Recently introduced is a patented device for prevention of electrolytic corrosion of propellers and shafts, known as the Godfrey Fairwater Cap. It consists of the regular nut, jam nut and cotter pin, plus a bronze shell that fits over both nuts and rests against the hub of the propeller, and a replaceable bullet-shaped corrosion head that serves to dissipate electrolysis.

The Fairwater Cap is presently made to fit 1, 1½, 1¾ and 2-in. shafts, each size being made in seven different diameters so as to fit against propeller hubs from 1½ to 3 in. in diameter.

This new device is an addition to the Godfrey line of patented corrosion collars and rudder protectors.

GODFREY PROPELLER ADJUSTING CORP., 155-25th St., Brooklyn, N.Y.



Godfrey Fairwater Cap combats electrolysis

DYNAPLATE, a new method of grounding radiotelephones is manufactured by Aquadynamics Co. Available in several sizes, and for transom or thru-hull installation, the "Dyna-plate" models range from \$19.75 to \$139.00.

AQUADYNAMICS CO., 6940 Farndale Ave., N. Hollywood,



Every Watts sail is tested flying on land before it is delivered to be flown afloat. We maintain test masts of three sizes and every sail from a dinghy to a 12 Meter is checked before leaving our loft. This is especially important with sails of synthetic fabrics which require no breaking in and fit precisely as they are cut. These tests assure each customer individual attention, whether the sail is used locally or thousands of miles away.

*Sails
by Watts*

KENNETH E. WATTS • TORRANCE, CALIFORNIA



The BOAT SHOW in Print



Aristo-Craft introduces fiberglass with the Matador 15

ARISTO-CRAFT INTRODUCES FIBERGLASS MATADOR.

The Aristo-Craft 1959 line has had a new Matador 15 fiberglass outboard runabout added to it as the feature model. For sociability and ease of riding, even at high speeds, it introduces multi-angle seating and contoured cushioning, so that passengers can converse between cockpits without twisting and are also held in place during fast cornering. Steering is console-type, mounted in the rear cockpit, and the boat also has flaring fins and a wrap-around windshield. It is priced at \$995 f.o.b. Atlanta, Ga. The lowest-priced Aristo-Craft is the 13' Sea Flash, a high speed runabout that only weighs 210 pounds for \$579. It is wooden construction, as is the Avalon 15, a family boat with extra-large cockpit, a popular water-ski boat. The Torpedo 14 rounds out the Aristo-Craft line.

ATLANTA BOAT WORKS, 665 Pylant St. N.E., Atlanta, Ga.

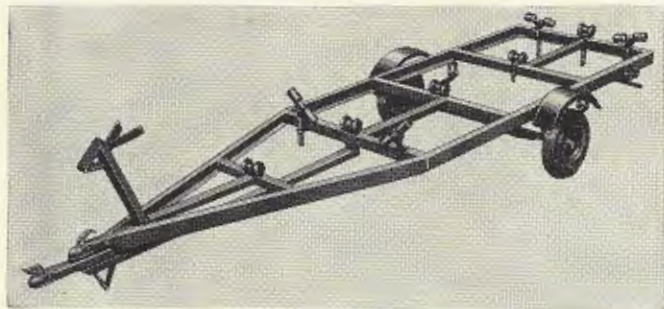


The Aristo-Craft Sea Flash 13 weighs 210 pounds

THE SEALION PUP BOAT TRAILER, Model P-16, is offered with reinforced center bars and new style fenders. Its box frame is of 10-gauge steel channel with full seam welds, and has precision adjustment rollers like those found on more expensive trailers. The P-16 has 1000 lb. load capacity, the P-16A 1200 lb.

Other Sealion trailers include the P-14 for 8000-lb. loads; LTB 225, for boats up to 5000 lb., and LLT 203 for inboards up to 22' and 3000 lb.

SEALION METAL FABRICATORS, 1916 S. Bancroft St., Philadelphia 45, Pa.

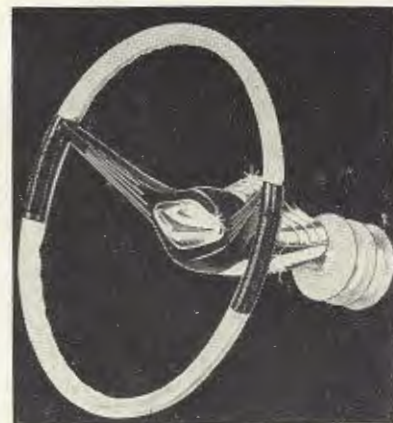


The Sealion Model P-16 trailer of 1000-lb. load capacity

TRAILER WINCHES AND HITCHES by Fulton include some new items. Three new winches of higher gear ratio and capacity than former models handle loads of 1000, 1200 and 1400 lb. respectively. Fulton Hitches bolt permanently to car frame and bumper and take the draw bar which is said to snap instantly and securely into place.

FULTON CO., 10100 W. 161st Ave., Milwaukee 19, Wis.

Kainer's model 950 Seagull steerer is available in a choice of two duotone combinations or any of six single colors. With a 15-in. diameter wheel, it is made in both 90-degree and 20-degree mountings. Model 926 Kainer bow light has optional detachable flagstaff. KAINER & CO., 761 W. Lexington St., Chicago, Ill.



GLASTRON BUILDS OUTBOARD HULLS. Five models make up the 1959 Glastron line. The 14-ft. 3-in. Skiflite is designed to provide an economical sports craft for use with outboard motors up to 40 hp. The Surfite and Firelite are 15-footers identical except for interior seating, the former having removable lengthwise seats and the latter automotive type front and rear seats. Both have 5-ft., 6-in. beams and 5-ft. transoms. The Surfite will handle 60 hp.; the Firelite 70. Seaflite is a 17-footer with 20-in. transom height and an option of removable light-weight top or retractable hard top. Maximum power rating is 120 hp. Carrying the same dimensions and power capability is the Seaflite Seville cruiser with bunks forward for two, "flying bridge" and a stern seat for four.

STANDARD GLASS PRODUCTS, INC., 906 Justin Lane, Box 9211, Austin, Tex.



Glastron Seaflite Seville cruiser has bunks for two

TACHOMETERS BY ELECTRO-VOICE. An extensive line of Electro-Voice tachometers is available for marine use. Claimed advantages include: installation using only a screw-driver, no moving parts, no batteries, relays, amplifiers, gears or cables, accuracy within 2%.

Instruments are made for single inboard or outboard installations. In addition there is offered a Synchro-Tac for dual inboards or outboards which is said to be ideal for indicating which motor is running faster. Models are available for either flush or surface mounting.

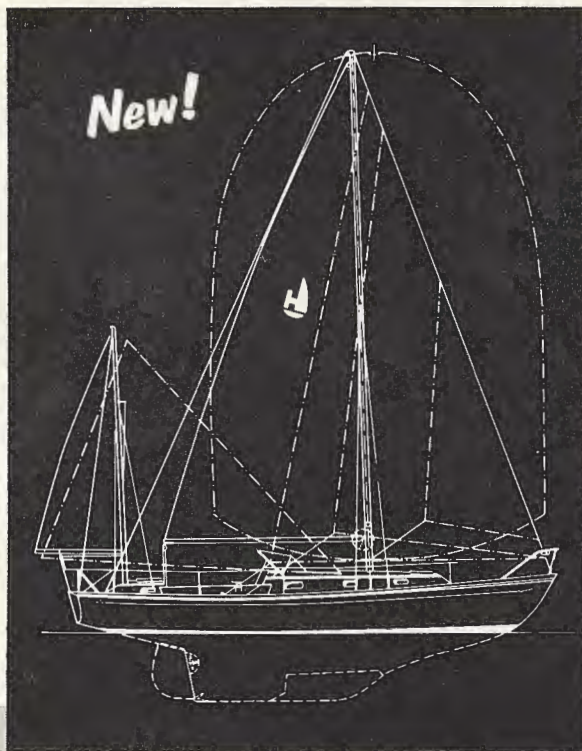
ELECTRO-VOICE, INC., Buchanan, Mich.

Synchro-Tac for dual motors gives reading of either and shows, if one is running faster, how much faster



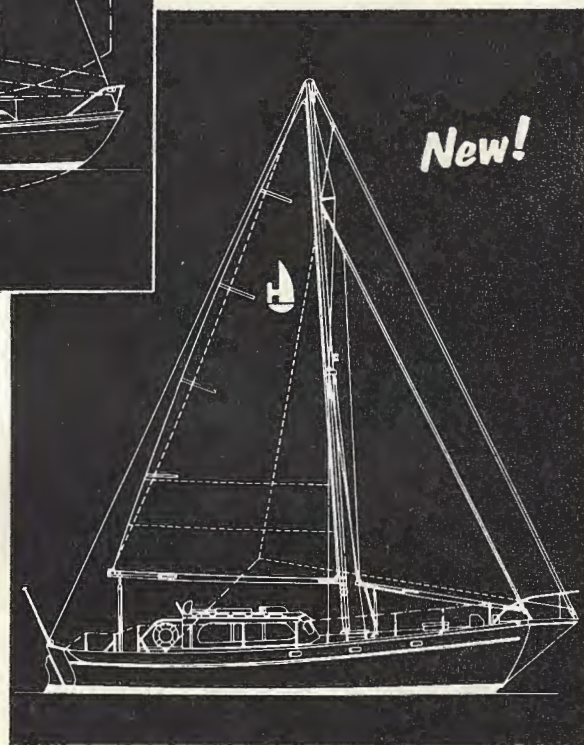
The very moment you begin to race or cruise aboard a Holiday, you're overwhelmed by that happy Holiday mood...you just know you're sailing one of the world's top-flight performers...by its extraordinary ease of handling...its unique capacity for greater speed...and its unexcelled performance under all conditions.

Once you sail a Holiday, you'll agree with Baltimore's Dr. Samuel Revell, who says of his consistently victorious Sailor: "I've got the best boat..."



35' HONOLULU HOLIDAY: A new and sleek masthead yawl rig. Has a divided cabin for 6 adult accommodations; fiberglass decks; huge stainless galley; 22 hp Palmer 2:1 engine; stainless lifelines and pulpit; 6 foam rubber mattresses, 540 sq. ft. sail area, 28' water line and 10' beam. \$16,500 complete, with Dacron sails

41' HOLIDAY MOTORSAILER: An unusually comfortable long-range family cruising yacht...can travel 1500 miles under power without refueling. Mercedes Benz OM-312 diesel. Steel construction practically eliminates fire hazards. Convenient dual control stations. 1127 sq. ft. sail area. \$34,000 complete, with Dacron sails.



BE IN THAT HAPPY HOLIDAY MOOD...

Sailing on a Swifter and Safer *Holiday Yacht!*



Holiday's high standard of construction and material make sailing safer, swifter and smoother...and wherever a Holiday Yacht is entered in a race, you'll find the Holiday leading the way.

IT'S TIME FOR A HOLIDAY! WRITE FOR LITERATURE.

30' HOLIDAY: Popular family auxiliary. Stainless mast fittings; teak cabin floors. Many new accessories. Beam 8'5". Sail area, 368 sq. ft. Round bilge hull. Sleeps 4. Displacement, 7,000 lbs. 22 hp Palmer engine. Centerboard available, 3'. \$9490.00 with sails.

14' HOLIDAY SCAT: Now! **National One-Design Class!** An exciting, speedy sailer! Built-in flotation tanks make the SCAT unsinkable. Leakproof, seamless fiberglass. 120 sq. ft. sail area. Beam 5'1". Draft, 3'. Weight, 286 lbs. Seaworthy and safe for the younger set. \$899.00 without sails.



28' VICTOR: Designed as a racer, the VICTOR is ideal for family sailing. Exceptional speed. Stainless galley. Spacious cabin, sleeps 4. Stainless mast fittings. Round bilge hull. Beam, 7'10". Sail area, 300 sq. ft. Centerboard available, 3'. \$5590.00 with sails



24' HOLIDAY SAILOR: In 1957 swept Delta Class races in Chesapeake Bay areas; in 1958, shared Delta honors with J.R. HOLIDAY. Easily trailable. Beam, 7'7". Outboard bracket. Sleeps 4. Sail area, 261 sq. ft. Centerboard available, 2'3". \$3390.00 with sails



24' JUNIOR HOLIDAY: Improved, luxury auxiliary. M.O.R.C. Shared 1958 top Delta honors in Chesapeake Bay areas. Teak floors in cabin; stainless mast fittings. Sail area, 261 sq. ft. Beam 7'6". Round bilge hull. Sleeps 4. Centerboard available, 2'3". Easily trailable. \$4375.00 with sails

Holiday Yachts
INC.

Centerport 2, L.I., New York • Andrew 1-5270
NORTHPORT BOATYARD, INC.

All HOLIDAY standard sloops also available as masthead sloop or masthead yawl. With fin keel or centerboard.

HOLIDAY YACHTS REPRESENTATIVES

Chesapeake Bay Area: HOLIDAY YACHT SALES, INC. • P.O. Box 2973 • Baltimore, Maryland • ATwater 5-0752
Balboa Marina • 201 Pacific East Coast Highway • Newport Beach, California • ORiole 3-8840
Robert F. Matteson • P.O. Box 756 • Center Moriches, L.I., New York • ATLantic 4-0521



The Whitehouse Safari, 16'10" gunwale length, with hardtop

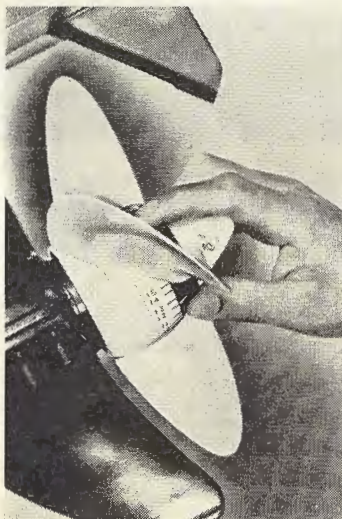
12 NEW WHITEHOUSE BOATS for this year include 12 models ranging from 13' to 18' length in the outboard line, and one inboard, the Dolphin, of 230 hp. The new models are available in a choice of nine colors. The Whitehouse boats are of "Glassmooth" reinforced plastic construction.

Whitehouse puts special emphasis on their new 16' Kingfisher Lapstrake model, which the makers say has unusually responsive maneuverability and extremely smooth riding quality in rough water. It is rated for outboard motors of up to 100 hp.

WHITEHOUSE REINFORCED PLASTICS CO., Box 219, Fort Worth, Tex.



The Apache Whitehouse "Glassmooth" four-passenger runabout

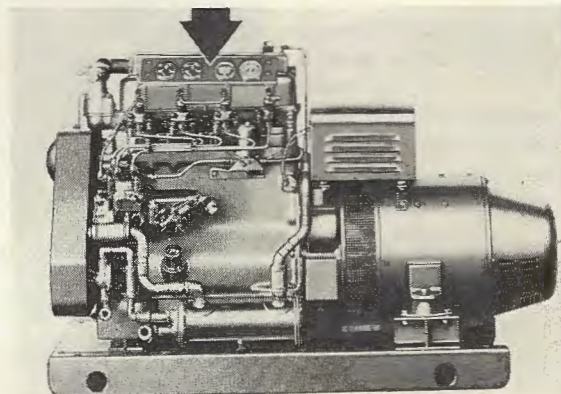


The Lesnor-Maehr Variable Pitch Outboard Propeller is adjusted for different work simply by turning a self-locking control ring by hand

VARIABLE PITCH OUTBOARD PROPELLER. The same outboard motor is often called on to do a variety of jobs—to push a heavy workboat one day and a light, fast hull the next; to run at top speeds and trolling speeds, etc. No one propeller can be suitable for all these uses on the same motor.

The Multi-Pitch propeller is offered by Lesnor Maehr Marine as a solution. With 10.5" diameter, its pitch can be varied from 9", suitable for heavy towing work, up through a six-inch range to 15" for fast running on a light, high-speed hull. Damaged blades can also be quickly replaced with only a screwdriver for equipment. Multi-Pitch props are currently available for 25, 30 and 35-hp. Evinrude, Johnson, Buccaneer and Sea King motors. They sell for \$27.75.

LESNOR MAEHR MARINE CO., 118 Cherry Lane, Floral

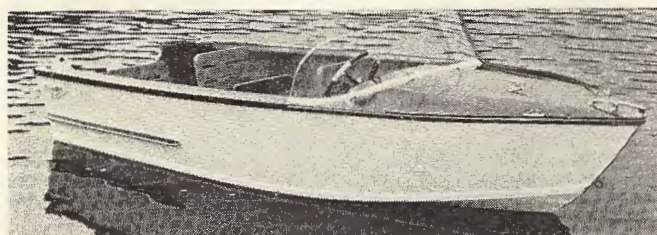


Kohler 10KW, 115/230 volt AC remote starting marine diesel generating set. Arrow indicates engine instrument panel which is optional on this and other gasoline and diesel sets rated at 15, 25, 35, 50, 75 and 100 KW. Panel includes water temperature and oil pressure gauges, running time meter, ammeter and ignition switch. KOHLER CO., Kohler, Wis.

BOAT DISTRIBUTION, INC., offers some 20 new Sampson and Starliner "budget-priced" boats of plywood, lapstrake, and fiberglass construction for 1959. Besides numerous open outboard utility and runabout types the company lists six models suitable for overnight camping or more extended cruising. Prices start at \$310.

A special feature this year with Boat Distribution is Grandma III, an amphibious houseboat. With a length of 25'4" she has four berths, galley, dinette, toilet, sun deck, mechanical steering and many extras. Single or twin outboard from 5 hp. up can be used to power Grandma, and with her retractable wheels she's equally at home afloat or on the road. She serves as guest cottage, fishing camp, hunting lodge, summer home or rental unit.

BOAT DISTRIBUTION, INC., Box 474, Clinton, N.C.

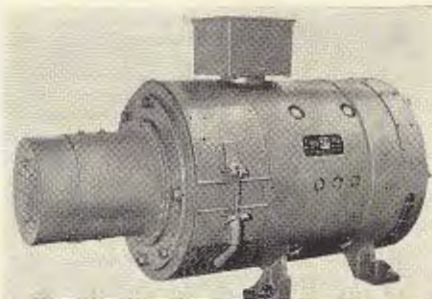


Starliner sport runabout offered by Boat Distribution

SAFETY INDUSTRIES POWER SUPPLY. A new 25-kw, 125-volt DC power supply system has been developed by the Electrical Division of Safety Industries, Inc. of New Haven, Conn., to provide a constant, dependable source of DC power. Designed for drive by diesel engines, this power supply system is provided with a reverse current relay which automatically connects and disconnects the generator from load or battery, eliminating the need for manually operated switches.

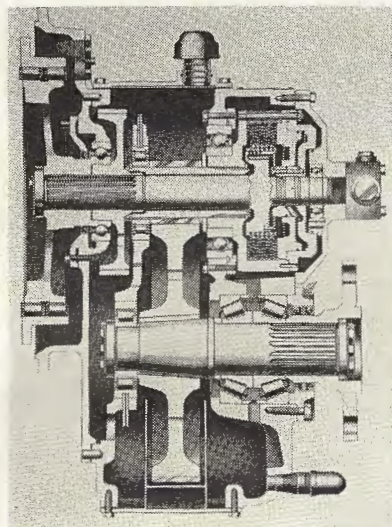
SAFETY INDUSTRIES, P.O. Box 904, New Haven 4, Conn.

Safety Industries, new generating and control system has semi-transistorized generator regulator, said to give excellent response to load or speed changes





The BOAT SHOW in Print



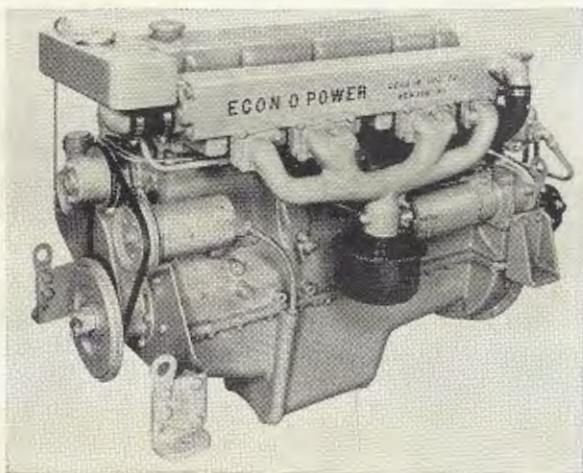
Cutaway of Twin Disc MG-512, reverse and reduction gear

TWIN DISC ANNOUNCES NEW MODEL MG-512 marine reverse and reduction gear. This is a redesigned version of model MG-511, intended to permit application to new, larger engines.

Changes incorporated in the model 512 include the addition of a second row of rubber blocks to the driving ring and enlargement of the input shaft bearing.

Advantages claimed for both models are smooth shifting, ease of servicing and elimination of oil and bilge leakage.

TWIN DISC CLUTCH CO., 1328 Racine Street, Racine, Wis.



Lehman converted six-cylinder, 96-hp. Ford diesel

LEHMAN OFFERS ECON-O-POWER CONVERSIONS. Conversions for four and six-cylinder, four-cycle overhead valve Ford diesels highlight the 1959 Lehman line. Among the features of the diesel conversions is thermostatically controlled fresh water cooling. Manual or hydraulic reverse, direct or reduction drive and a choice of rotations are offered. The 220-cu. in. "four" is rated 60 hp. at 2250 r.p.m. while the six-cylinder model, of 330 cu. in. displacement, boasts 96 hp. at the same speed.

Other Lehman conversions fit Chevrolet, Ford, Mercury, Edsel, Lincoln and Jeep engines ranging from 40 to 400 hp. Conversions are available in kit form.

LEHMAN MFG. CO., 972 Broad St., Newark 2, N.J.

THE CONOXEL GRIPPUR is a boat fastener of solid non-ferrous metal, said to prevent leakage under the head and consequent damage to the wood. In addition to the standard flat head it comes in finish, crowned and rivet head styles.

FLORIDA NAIL & WIRE CORP., 1106 Maple St., Clear-



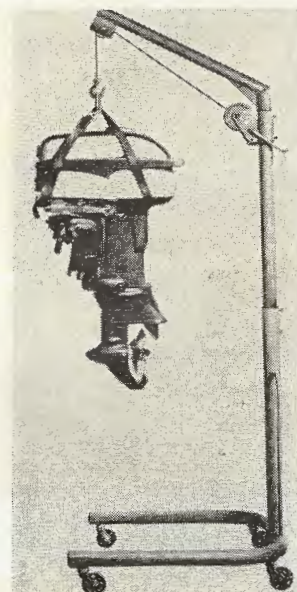
The Glen L Dragster is designed to "git up and git"

GLEN L'S NEW "DRAGSTER" is an 18'4" V-drive inboard runabout designed for racing with light, high-powered engines. The Dragster design is available as a complete plan with written instructions for the amateur builder at \$15; plan plus full-size patterns at \$24, or with complete frame kit for \$235.

Glen L also offers its 13' L. Dorado and 15' Swish fast outboard runabouts. A complete line of inboard hardware is offered by Glen L, including shaft logs and rudders, along with screw fastening kits, fiberglass kits and other equipment for the home builder.

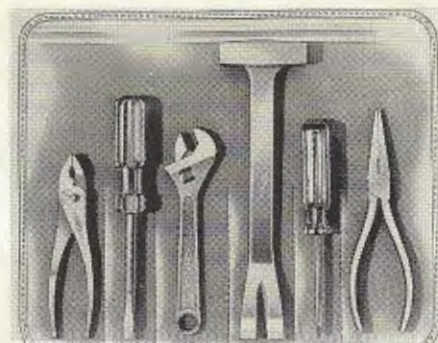
GLEN L. MARINE DESIGNS, 9152 E. Rosecrans, Bellflower, Cal.

SAGEN BOAT HOIST PRODUCTS are designed to facilitate moving outboard motors. The Sagen Floor Crane, pictured, has a 400-lb. capacity, and can be adjusted high enough to handle motors on and off double-decked storage racks. The winch is adjustable for height. Made by SAGEN BOAT HOIST CO., Weedsport, N.Y., this unit sells for \$85.00



AMPCO MARINE HAND TOOLS, designed for boat use, are said to be impervious to rust and corrosion. Manufactured by Ampco Metal, these tools are available in eight varieties of kits and tool combinations. Each kit is complete with moisture-proof, clear plastic-front case, equipped with non-metallic zipper and grommets for easy-hanging stowage. Prices range from \$5.90 to \$38.90.

AMPCO METAL, INC., 1745 S. 38 St., Milwaukee 46, Wis.



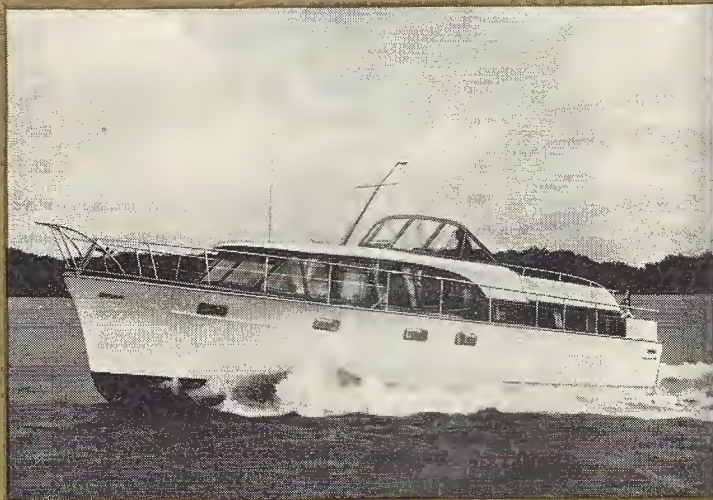
Ampco's "Marlin" kit priced at \$31.50



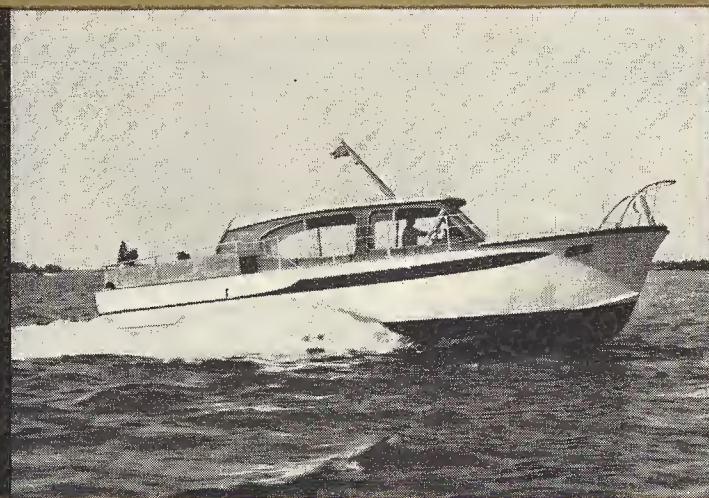
50 Years



"53" Golden Anniversary Motor Yacht



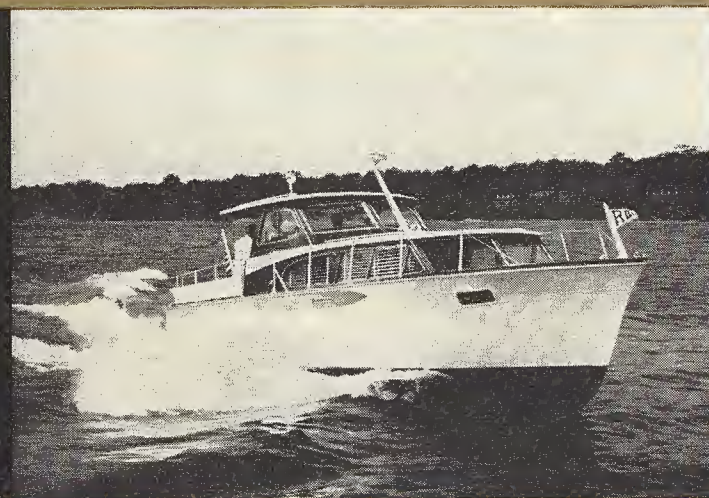
"43" Golden Double Cabin Salon Yacht



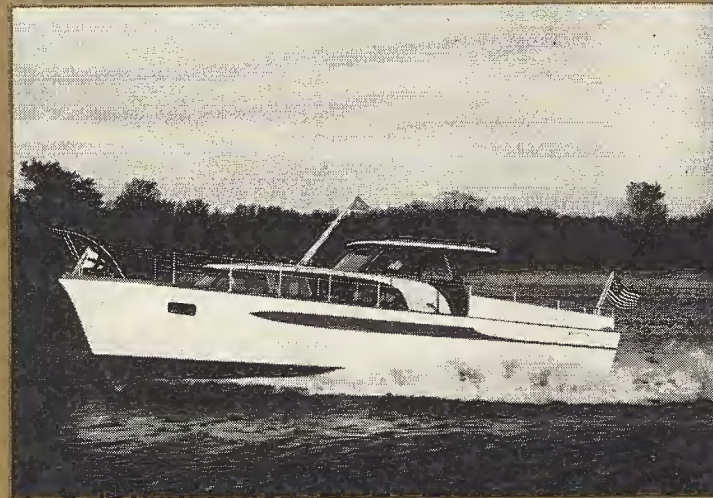
"35" Golden Jubilee Sedan



"40" Golden Jubilee Sedan



"31" Golden Express



"35" Golden Jubilee Express

THE GOLDEN FLEET FOR 1959

of Leadership

For 1959 Richardson presents its Golden Anniversary Fleet . . . a fleet of fine pleasure craft ranging from a sleek 24 foot day cruiser to majestic yachts of 43, 46 and 53 feet of seagoing glamour and luxury. All are the products of 50 years of experience and know-how that have commanded respect for Richardson Cruisers wherever power cruisers are discussed; that have made Richardson Cruisers the Standard of Comparison for sound construction and seaworthy value; that have made an investment in *any* Richardson a sound investment in happiness that will pay dividends year after year.

See the Golden Jubilee Cruisers at the Boat Shows



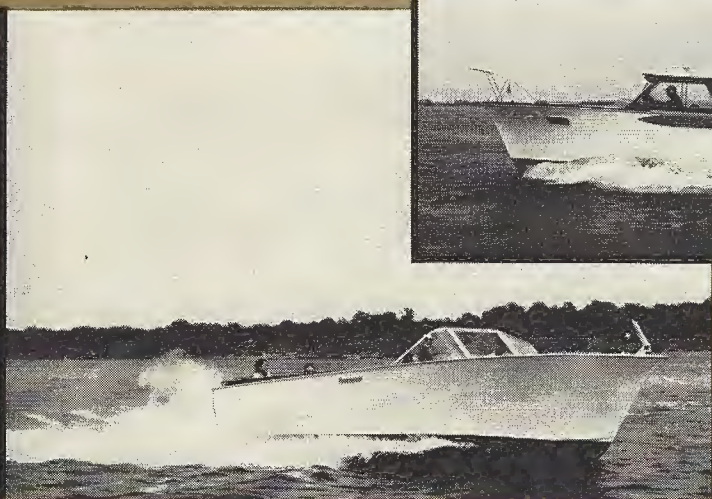
"46" Golden Anniversary Motor Yacht



"40" Golden Custom Sport



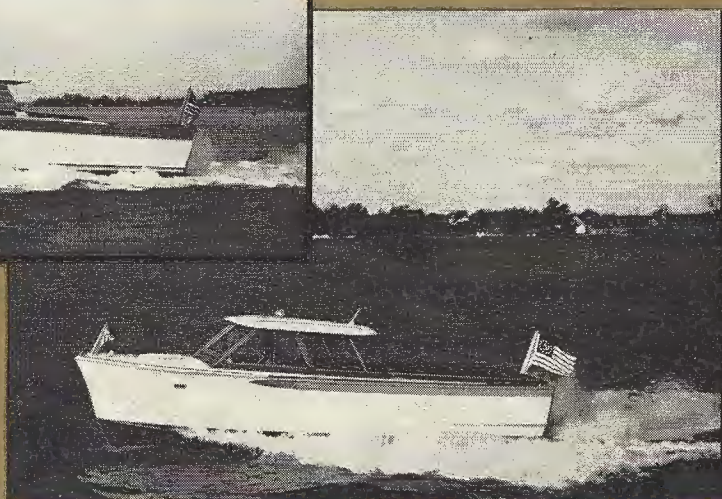
"40" Golden Jubilee Express



"24" Golden Utility



"31" Golden Commuter



"27" Golden Utility



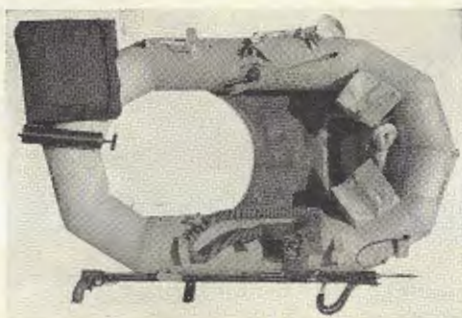
The BOAT SHOW in Print



Plenty of freeboard in the Winslow two-man raft

WINSLOW RUBBER RAFTS are now available in two sizes; a 1000-lb. buoyancy four-man raft as well as the older two-man raft, both made to high naval specifications as to material and workmanship. Another new Winslow offering is the Aqua Raft, for skin divers, which has an access opening in its bottom and carries all sorts of equipment for skin-divers.

WINSLOW CO., MARINE PRODUCTS, Box 1507, Venice, Fla.



The Winslow Aqua Raft carries all the gear for under-water exploring

SHELL LAKE FIBERGLASS BOATS include a choice of outboard hulls to suit many users, from small, simple fishing craft to elaborate outboard runabouts built to take two of the biggest outboard motors now available.

The Shell boats are molded by their Shelglas method, and have such design features as the Vibe-less bottom, said to give excellent maneuvering qualities; rubber bumper moldings, molded-in spray rails, etc.

One of Shell Lake's larger craft is the Lakewagon, with a gunwale length of 19'6", beam of 7', and certified for outboard power up to 140 hp. and to carry a 16,000-lb. load. At the other end of the range are a 16' canoe and the open Sportsman models as small as 12' o.a., but with air-tank flotation under each seat.

SHELL LAKE BOAT CO., Shell Lake, Wis.



The Shell Lake Dart, available in 12', 14' and 16' lengths, is a new quality family runabout offered at a low price

KELLER KRAFT has a new line of outboard boats in 1959, with 12 models in the size range, from the 12' Pollywog open fishing boat up to the 24' Barracuda with two bunks under her forward deck. Revised from last year are the new Satellite I and II, said to make up to 60 m.p.h. The Keller Kraft are sheet plywood planked, with $\frac{3}{4}$ " thickness on the 17-24' hulls and $\frac{5}{16}$ " on the smaller ones. All decks are solid mahogany and all Keller boats are equipped with cinch drain plugs.

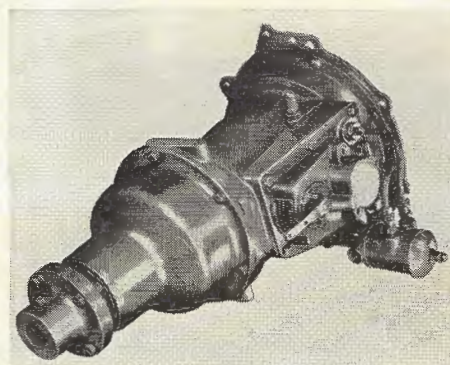
Well over 1000 Blue Jays are now racing, and helping to train young sailors, all the way from Florida to Vancouver, B.C.



BLUE JAYS ARE A FAST-GROWING CLASS throughout the country, reports Robert B. McKean, one of the early and most prolific builders of these 13'6" o.a. chine-built, center-board sloops designed by Sparkman & Stephens. Used even in so windy a spot as San Francisco Bay for adult racing, the Blue Jays are however most popular for junior training and racing, and provide practice in handling spinnakers as well as working canvas.

McKean offers the Blue Jay in four stages, from an assemble-it-yourself kit to a finished boat, at a corresponding range of prices. Blue Jay dimensions are 13'6" o.a., 5'2" beam, mast length 19'6", sail area 90 ft., weight 275 lb. In many areas, yacht club or other groups have bought Blue Jay kits and made an over-the-winter group project of finishing up fleets of the boats.

McKEAN BOATS, INC., 200 East Prospect Ave., Mamaroneck, N.Y.



Oscos OHF3 hydraulic reverse and 2:1 reduction gear

OSCO OFFERS HYDRAULIC GEARS. Developed jointly by the Paragon Gear Works and Osco Motors Corp. is the OHF 3 series of hydraulic (self) controlled reversing gears with integral reduction ratios of 1.5/1, 2/1, 2.5/1, and 3/1 as well as a direct drive model. These units bolt and couple to Buick, Cadillac, Dodge, Chevrolet, Plymouth, Ford and Chrysler flywheel ends without alteration and with no need for precision alignment equipment.

OSCO MOTORS CORP., 3625 N. Lawrence St., Philadelphia 40, Pa.

RSA MARINE CARE OUTBOARD MOTOR OIL is said to provide mixing ability with all gasoline; proper lubrication; freedom from piston and ring deposits; reduction in carbon deposits; elimination of exhaust port blocking; freedom from plug fouling; elimination of internal corrosion; protection against gum and lacquer formation; no harmful effects to rubber parts and reduction of lead deposit formation.

RALPH SCHRAEDER, INC., 8321 Allport, Box 228, Whittier,

★ Colonial Cruisers for 1959 are designed strictly for your pleasure. Whether your call is for a snappy "24" Utility Day Cruiser or you fancy something bigger...up to the new Colonial "40" Double Cabin Yacht, you will not find greater value, more beauty or seaworthy performance than a Colonial for 1959. See your Colonial Dealer and visit Colonial Exhibits at the Boat Shows.



Colonial "38" Express—Sleeps four or six. Large cockpit and full headroom in trunk cabin. Twin power.



Colonial "38" Sedan—Sleeps six or eight. Full headroom in trunk cabin and deckhouse. Twin Power.



Colonial "40" Double Cabin Yacht. Sleeps eight. Spacious Salon deckhouse and luxurious master stateroom. Stall shower available. Large sundeck. Twin power.



Colonial "34" Sedan—Sleeps six. Large deckhouse and trunk cabin. Twin Power.



Colonial "34" Express—Sleeps four. Trunk cabin has full headroom. Large cockpit. Twin Power.



Colonial "39" Custom Sport Cruiser—sleeps four or six. Dual controls, fly bridge, teak decks, fisherman mast, twin power, standard.



Colonial "24" Day Cruiser—Single power—Gray 170 HP V-8, standard.



Colonial "34" Gulf Stream—Sleeps two. Ideal fisherman. Twin power.

COLONIAL CRUISERS

Colonial Boat Works, Inc., River Ave., Millville, N. J.



A Standard Steel boat slip and swimming dock

STANDARD STEEL PIERS AND FLOATS for 1959 include, in addition to already familiar equipment, new Floating Marinas for clubs, municipalities and other groups; floating "patios" for boat service and recreation; a new tubular-frame nylon-covered boat canopy and a 20,000-lb. capacity electro-hydraulic launching ramp.

The Floating Marinas, mounted on steel pontoons, are sectionally designed, can be built to any capacity, adapt to fluctuating water levels, and can be completed, to handle scores of boats, in a few days, the company says. The new Standard Steel Electro-Hydraulic Launching Ramp, push-button operated, is said to be able to handle one 40' cruiser or four smaller boats every three minutes, using only 14' of shoreline and dispensing with building inclined ramps.

STANDARD STEEL PRODUCTS MFG. CO., 2836 So. 16 St., Milwaukee 15, Wis.

AIROLLERS—Large canvas rubber-lined cylinders, mouth-inflated to low air pressure—are used to roll good-sized boats in and out of the water over mud, rocks and soft sand with little effort, and no damage to the hull. They supplement the trailer in putting hitherto unreachable waters within easy reach of the boat owner.

The new Airollers and their recommended boat weight capacities are: Outboard Airoller, for boats to 700 lb., 42" long by 8" inflated diameter, \$9.95. Standard Airoller, boats



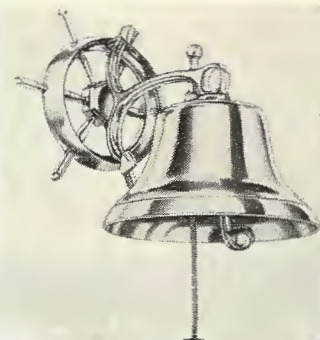
Airollers make difficult launching spots easy to use

to 1200 lb., 48" by 7½", \$17.50. "Super Tuff" Airoller, boats to 1800 lb., 48" by 10", \$24.50. Cruiseroller, boats to 3000 lb., 6' by 12", \$39.50.

Smaller sizes are also made for lighter craft. In addition to their primary mission of moving boats around easily, sailors find them useful as fenders, cushions, flotation tanks in small craft, etc.

AIROLLER CO., Guilford, Conn.

WAGNER SPECIALTY CO., Burlington, Wis., makes a line of marine bells, including this bulkhead-mounted, wheel-and-anchor decorated model. Prices from \$12.50 to \$30



For "Blue-Water" Fishermen... Big, Safe, Comfortable



TROJAN
Bimini-23
SPORTS FISHERMAN

Popular lapstrake construction, tough, white oak framing and a Trojan "ocean tested" Bimini bottom are combined for fishing fun and comfort in the new 1959 Bimini-23. A big, comfortable party boat, the 23' Bimini offers plenty of cockpit space for fishing chairs, tackle, water skis, ice chests, picnic gear... and your friends! Under the shelter cabin are two full length berths and private toilet compartment forward. The Bimini-23 is available with power options from 109 to 170 H. P. See her at your Trojan dealer's or write for free brochure showing the truly complete line of Trojan Boats for '59.

TROJAN BOAT COMPANY, Lancaster 9, Pennsylvania

A FAST FULL OF PROGRESS... A FUTURE FULL OF PROMISE



All the comforts of home, plus inboard power, in this River Queen 35' Mississippi model houseboat

RIVER QUEEN HOUSEBOATS in 24' and 32' lengths are now available in kit form so the amateur builder can save money and "customize" his boat to his personal needs. Three stages of kits are available: A. The steel hull only; B. Hull and complete plywood superstructure, with no openings or inside partitions; C. Hull and all necessary parts for assembling a complete boat.

A separate production line is set up for River Queen's popular 35' Mississippi model, to increase production on all models. The company is also turning out a special model for the thriving and profitable houseboat rental trade.

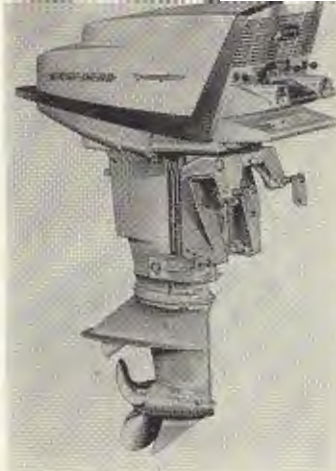
RIVER QUEEN BOAT WORKS, 6655 East Dunes Hwy., Gary, Ind.

TEN WEST BEND OUTBOARDS FOR 1959. The new line of West Bend outboard motors covers the range from two to 40 hp. Headliner is the 40-hp. Golden Shark. This model and the new "400" series feature single lever "synchro-drive" remote control with one lever handling forward, neutral, reverse and throttle.

All 40-hp. electric starting models have 20-amp. factory installed alternator-generators.

Safety features include positive locks and controls to prevent starting and shifting at excessive speeds, shock mounted propellers and "dash" lights.

West Bend's 40-hp. electric starting "Golden Shark"



Other sizes offered are a 40-hp. manual model, two "35's," a "16," a "12" and 8 and 6-hp. motors for the fisherman. Mite of the line is the 2-hp., 28-lb., air cooled "Shrimp."

Bright new color combinations are featured throughout. **WEST BEND ALUMINUM CO.**, Hartford, Wis.

THE SKIMMAR SAILBOARD is a new boat by Connecticut Boat Co., 12' long, 3'6" wide, described as a "sheared planing hull" with a marconi sail set on a two-piece spruce mast. Itself weighing about 100 lb., the Sailboard is described by its builders as having a weight capacity of 450 lb., and being "capable of carrying several adults in heavy chop and wake without any danger of tipping."

The sealed hull is of U.S. Plywood's patented material Crezon. The sail is Dacron, made by Hard Sails. The Sailboard is priced at \$269.

CONNECTICUT BOAT CO., 645 Steamboat Rd., Greenwich, Conn.

Setting Outboarders' Hearts Aflutter...from Coast to Coast



TROJAN
Sea Queen-17
OUTBOARD RUNABOUT

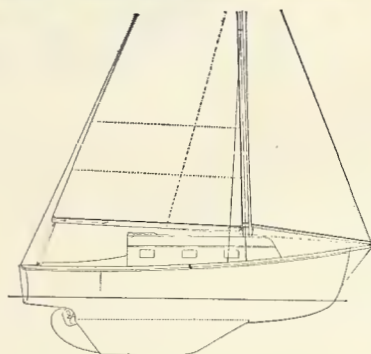
She's a Queen who captures the imaginations of all who behold her! From flaring bow to rakish stern, every regal inch of her commands attention to features like these: Front seat converts to double berth extending under forward deck! New, enclosed aft deck construction offers lots of storage space, insures extra safety from following seas or when backing down! See all the wonderful features of this 17' Sea Queen now at your nearest Trojan dealers and write for free brochure.

TROJAN BOAT COMPANY, Lancaster 9, Pennsylvania

A PAST FULL OF PROGRESS...A FUTURE FULL OF PROMISE



The Chesapeake Weekender is a popular Balco cruiser, either with inboard power, as shown, or with outboards



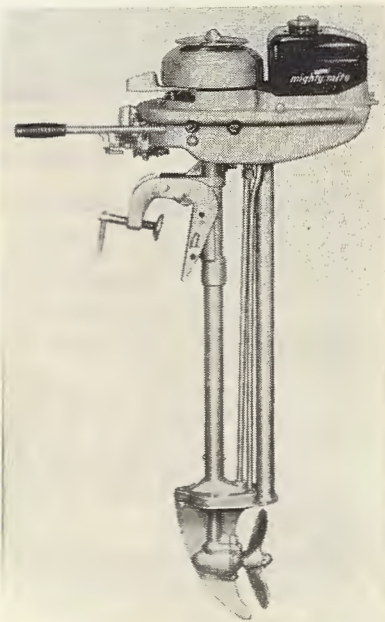
The Balco 25'-waterline Sea Dream is an auxiliary sloop with a four-berth layout and a choice of engines

BALCO FIBERGLASS BOATS for 1959 include a wide choice of sizes and types, including inboard and outboard motorboats starting at 16' length and \$795 price and running up through 27' cruisers; plus motor sailer and auxiliary cruisers. All the straight motorboats are available with either inboard or outboard power.

Featured by Balco is the 25' w.l. Sea Dream auxiliary sloop, 27'2" o.a., 8'5" beam, 4'6" draft, with 374 feet of sail, out-

side iron ballast, and a four-berth cabin with galley and enclosed toilet room. A larger auxiliary is the 34' o.a. Balco Sloop.

THE BALCO YACHT CO., Box 4065, Dundalk, Md.



Muncie's Mighty Mite outboard weighs 17 lb.

MUNCIE OFFERS SMALL OUTBOARD. The 1959 model of Muncie's Mighty Mite outboard motor is rated at 1.7 hp. and weighs 17 lb. Its retail price is \$94.95.

Among the advantages claimed for this product are ease and simplicity of operation, sure starting, ease of transportation, compactness, sturdiness and durability.

MUNCIE GEAR WORKS, INC., 700 Wyszor St., Muncie, Ind.

The Most Completely Equipped Cruiser of Its Size Today!



TROJAN
Sea Breeze 23-4
FAMILY SEDAN CRUISER

Captivatingly complete, the all-new Trojan Family Sedan offers every cruising accommodation for four in its 23' hull. For daytime use, main cabin bulkhead, aft, features drop-down window panel to join cabin with cockpit into one spacious, airy unit. Best of all, this roomy cruiser is priced to bring a four-sleeper within the reach of millions. Bring your whole family and step aboard this handsome, spacious family cruiser now at your nearest Trojan dealers.

Free brochure gives complete information on the big, bright Trojan line of runabouts, sports fishermen and cruisers, both inboard and outboard, from 15 to 28 feet. Send for your copy today!

TROJAN Boat Company • Lancaster 9, Pa.



The **TENNESSEE TRAILERS DIV.** of Chattanooga Wheelbarrow Co., 1313 E. Main St., Chattanooga, Tenn., builds these Tennessee Trailers in sizes from 400 lb. through 1600 lb. capacity for boats 12' to 21' long. A special feature is their Tennessee Tilt 650, 900 and 1200-lb. line

SUMNER COMPOGLAS BOATS are built by an exclusive process, with wooden hulls sealed inside fiberglass plastic waterproof coatings, in four hull sizes—23', 24', 28' and 33' long. A new development with the Sumner Boat Co. is the locating of the engines very low in the boats, giving what they call the ballast type keel effect. In addition to lowering the boat's center of gravity for better rough water stability, this lowers



The Sumner Compoglas-built 33' El Presidente sleeps six

the main deck over the engine, and is said to increase fuel economy due to horizontal propeller thrust. Sumner boats have built-in Styrofoam flotation, and are priced from \$3950 to \$19,500.

The Sumner 33' cruiser El Presidente, at the latter price, sleeps six in two compartments and with a pair of 125-hp. Chrysler engines is reported to make 24 m.p.h. Mahogany brightwork has been replaced in large areas in the 1959 boats by Compoglas, for easier maintenance.

SUMNER BOAT CO., Amityville, N.Y.

A real eye-catcher on the radar is the Elk Radar Target



THE ELK RADAR TARGET makes any boat—especially wooden boats—easier to find if she is the object of an air or sea search, and protects her from being run down at night or in fog by radar-equipped vessels. Made from Reynolds aluminum to a scientifically designed radar-reflecting shape, it bounces back a bright "pip" on any ship's or plane's radar screen. The higher aloft it can be hoisted the farther away it is visible by radar, but even inside a wooden boat it gives a radar echo. Made of heavy gauge Reynolds aluminum, it weighs only 2½ lb., and when not in use it folds into a flat package 18" by 18" by a quarter-inch.

ELK ENTERPRISES, Inc., 5000 E. Monument St., Baltimore, Md.

Most Beautiful... Most Beautifully Built 28' Cruiser Afloat!



TROJAN
Sea Breeze 28

Luxury liner for the American family, this lovely four-berth cruiser offers more living comforts, more performance than can be found anywhere else in her class. Available with single or twin engine options, she's built to last a lifetime! Check her out and see the other breathtaking models in the '59 Trojan line at your nearest Trojan dealers or write for free brochure today.

TROJAN

A PAST FULL OF PROGRESS

Boat Company • Lancaster 9, Pa.

A FUTURE FULL OF PROMISE



The BOAT SHOW in Print



Falcon freon-powered boat horn

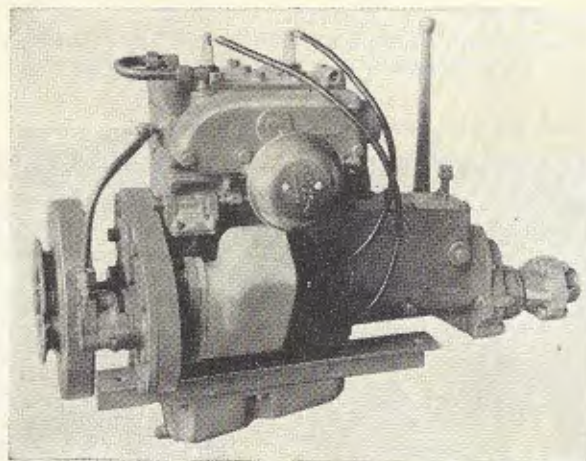
Federal electric impulse type tachometer



SAFETY ITEMS BY FALCON ALARM. Falcon freon-powered boat horns for 1959 will be made in six hand-held or deck-mounted models. Said to meet U.S.C.G. requirements, each comes equipped with a freon power can sufficient for an entire season's operation. The cans are disposable and replacement cans are readily available when the original power source is exhausted.

A new line of Leviathan horns has been designed for deck mounting on larger craft. Of brass construction and chrome plated they feature volume and tone. Their major advantage is that no compressor is required.

Also new is the Falcon distress flare kit consisting of three five-minute, hand-held red flares packaged in polyethylene. **FALCON ALARM CO., INC., 243 Broad St., Summit, N.J.**



Kermath 10-hp. Sea Twin

TWO SMALL KERMATH ENGINES. Kermath all marine, water-cooled engines are offered in two models for 1959. The 5-hp. Sea Pup weighs 75 lb. in the direct drive version; 93 lb. with reverse and reduction gears. It is 16 1/4 in. wide and 18 1/2 in. long. The Sea Twin, a 10-hp. model, has a direct drive weight of 109 lb., and scales 126 lb. when equipped with reverse and reduction gearing. Both models have engine mounting holes on 11 in. centers.

These small Kermaths are available as a basic engine, or engine with reverse gear or with reverse and 2.5/1 reduction gears. Electric starter kits, generator kits and fuel pumps are offered.

BALLANTINE INDUSTRIES, 135 Whitehorse Pike, Absecon, N.J.

SYNCHRONIZATION INDICATOR. The Era Syncro-scope is a tamper-proof electronic instrument which, when wired to the ignition system, indicates by a flickering neon light the degree of synchronization of twin engines. It has no moving parts, is sealed, and is said to be impervious to salt spray and moisture.

ERA METER CO. 2032 N. Kilmetrick Ave., Chicago 41, Ill.

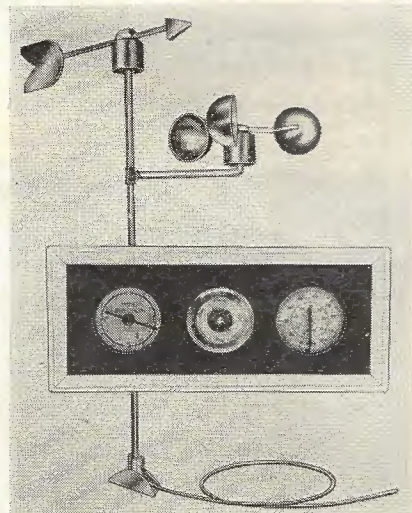
FEDERAL ELECTRIC TACHOMETERS, which measure spark impulses and translate to r.p.m., are claimed to be accurate within 2% and to have no effect on an engine's ignition system. They are designed to be durable and weather and corrosion-proof.

A single Federal electric tachometer used in conjunction with a three position toggle switch provides a means for synchronizing the r.p.m. of two motors, whether inboard or outboard. Because the same instrument is used on both engines, synchronization is possible regardless of tachometer error.

These tachometers are connected by wire to the primary terminal of the distributor or magneto. On remote controlled outboards, they may be connected to the ignition switch.

FEDERAL MARINE MOTORS CO., 9011 Cottage Grove Ave., Chicago 19, Ill.

AIRCRAFT COMPONENTS, Inc., Woodland Ave., Benton Harbor, Mich., manufactures the Windometer, showing wind speed and direction and barometric pressure on its three dials. Its magnetically coupled transmitter is said to eliminate all wearing electrical contacts. Price is \$99.50. Another product by Aircraft Components is the all-transistor Weatherman radio receiver. \$69.95



THE SWEDISH PIMPELSPON is a fishing rod made of birch and only 15 1/2" long, with a pocket in its handle for hooks and sinkers, and sells for \$1.95. Imported to the U.S. by

CHARLES W. CHASE, 2 Haddam Neck, East Hampton, Conn.



The lady is demonstrating one of a number of models of hinged aluminum Tide-Ride Boarding Ramps that make safe and easy boarding and leaving boats, large or small, alongside piers at any stage of the tide. **TIDE RIDE BOARDING RAMPS, 2012 Purdy Ave., Miami Beach, Fla.**



**"Safety makes a
happy ship"**



**There's more boating fun
for everyone...**



Photographed at Miami, Florida



**with RAYTHEON
marine electronic equipment**

YOUR

ALABAMA
Birmingham
Mobile
Gulf Coast

CALIFORNIA
Crescent
Eureka
Electronics
Fort Bragg
Newport
Northridge
Navigation
Oakland
Pacific
Redding
San Diego
Marine
San Francisco
Radio
San Luis
Comm
San Pedro
San Rafael
Works
Lowry
Santa Barbara
Santa Cruz
Television
Walnut
Yacht

CONNECTICUT
Bridgeport
Motor
Hartford
East Haven
Milford
South Norwalk
Comp
Stamford
Stonington
Stratford
Waterford

DELAWARE
Lewes
Wilmington

FLORIDA
Clearwater
Sales
Daytona
Supply
Radio
Fort Lauderdale
Rodi
Fort Myers
Fort Pierce
Melton
Jacksonville
Corporation
Jacks
Key West
Electronics
Lakeland
Service
Miami
& Rej
Rich
Naples
Ocala
Orlando
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Panama
Robert
Pensacola
Comp
Pompano
Elect
St. Augustine
St. Petersburg
Sarasota
Supply
Tampa
Comp
Rich
River
Warrington
Elect
West Palm Beach
Comp

GEORGIA
Atlanta
Equip
Savannah

ILLINOIS
Chicago
Chris

IT'S EASY TO FIND YOUR POSITION in fog or darkness with a "Ranger" radio direction finder. This is a high-performance unit—transistorized, portable, guaranteed to receive all beacon stations at maximum published range. Has a full watt of output volume. Includes null meter/battery-checker. Only \$299.50.



Photographed at Miami, Florida

POTENT PERFORMANCE AT LOW COST—yours with the Model RAY 20 radiotelephone. Output is a big 22 watts. Unit comes complete with antenna and mounts, 3 sets of crystals and microphone—all for only \$364.50.

RAYTHEON— for every boat, every boating need



FOR PILOTING AND FISHING the new "Explorer" recording Fathometer® is unexcelled. Accurately shows depths to 120 ft., records bottom conditions in great detail, shows fish and fishing grounds. It's the first low-cost recorder ever made. Amazingly priced at \$255.



LARGER BOATS WELCOME the DE-706 Fathometer®. This brand new unit has a brilliant flashing red light which shows depths on an oversize 7" dial. Choice of ranges: 0-360 ft. or 0-120 fathoms. Built to the highest standards of marine quality, this new Fathometer® brings new accuracy to piloting. \$375.

FOR SMALL BOATS, ALL BOATS — the famous "Holiday", most popular depth sounder in the world. Compact, dependable, it reads depths from 2-120 feet. Uses the same type of transducer as the "Explorer" and makes a wonderful companion to it. Yours for only \$159.50.



A COMPACT PACKAGE OF SAFETY, the brand new

YOUR RAYTHEON DEALER IS READY TO HELP YOU GET MORE FUN AND SAFETY OUT OF BOATING. VISIT HIM SOON.

ALABAMA

Birmingham: Vulcan Boat Works
Mobile: Crow-Fruitt Company;
Gulf Coast Electronics

CALIFORNIA

Crescent City: Crescent City Radio
Eureka: Commercial Radio & Electronics
Fort Bragg: Anchor Marine Supply
Newport Beach: Electronics Marine
North Hollywood: Pan American Navigation Service, Inc.
Oakland: Evans Radio Dock
Pacific Grove: Vasco S. Diridoni
Redding: Robert Albertson
San Diego: Eminger's Marine Radio;
Marine Electric Company
San Francisco: Cal Marine Radiotelephone
San Luis Obispo: Radio Communications Service
San Pedro: Marine Radio Service
San Rafael: North Bay Electric Works, Inc.;
Lowrie's Yacht Harbor
Santa Barbara: Moright Electronics
Santa Cruz: Santa Cruz Radio & Television
Walnut Creek: Electronics for Yachting

CONNECTICUT

Bridgeport: Connecticut Marine Motor Sales
Hartford: Television Center
East Hartford: Weston M. Jenks
Milford: Nichols Yacht Yard Marine
South Norwalk: F. J. Cooke and Company
Stamford: Fairfield Marine North
Stonington: York Marine Radio
Stratford: Town Radio and Marine
Waterford: Waddy's Dock

DELAWARE

Lewes: C. H. Ellis & Co.
Wilmington: Rawlins & Kinkade, Inc.

FLORIDA

Clearwater Beach: Clearwater Marine Sales
Daytona Beach: Daytona Marine Company;
Radio Marine & Electronics
Fort Lauderdale: Broward Marine;
Rodi Boat Company, Inc.
Fort Myers: E. A. Tubbs
Fort Pierce: G. B. Moore & Son;
Melton Marine Supply
Jacksonville: Huckins Yacht Corporation;
Jacksonville Marine Radio
Key West: Stephenson Marine Electronics
Lakeland: Lakeland Evinrude Sales & Service
Miami: Florida Precision Instrument & Repair Company;
Rich Electronics
Naples: Lewis C. Kidd
Ocala: Bob Wines Marine Service
Orlando: Florida Marine Equipment Company
Panama City: James Electronics;
Robert Warriner
Pensacola: Gulf Marine Supply Company
Pompano Beach: Lis Marine Electronics
St. Augustine: Superior Marine Radio
St. Petersburg: Modern Marine, Inc.
Sarasota: Holiday Harbor Marine Supply
Tampa: Industrial-Marine Electronics Company;
Rich Electronics, Inc.;
River Heights Boat Yard, Inc.
Warrington: Roetger's Complete Electronic Service
West Palm Beach: Sykes-Peoples & Company

GEORGIA

Atlanta: Sanford Electronic Marine Equipment Co.
Savannah: Morgans, Inc.

ILLINOIS

Chicago: Chicago Marine Company;
Chris Craft Boat Sales, Inc.;

Chicago (con't.)

Marine Electronics Corporation;
Midwest Marine Radio

INDIANA

Indianapolis: Mannix Marine Co.
Michigan City: B & E Marine Sales

KENTUCKY

Bellevue: Southern Ohio Marine Company
Gilbertsville: Kentucky Dam Marina

LOUISIANA

Cutoff: Rebel Air Radio Company
Gretna: Calzada's Radio & Television Sales & Service Company
Houma: R. W. Long Electric Service
Lake Charles: Air-Sea Radio Service
Morgan City: Bibbins & Rice Electronics, Inc.
Patterson: Marine Construction Company
Westwego: Electronic Services, Inc.

MAINE

Boothbay Harbor: Watson's Radio Service
Falmouth Foreside: Handy Boat Service, Inc.
McKinley: H. G. Reed, Inc.
Rockland: Electronic Labs
South Portland: Harris Electronics Corporation;
Story-Harris Electronics

MARYLAND

Annapolis: John Trumpy and Sons
Baltimore: Stickle Marine Products;
Johnson & Towers;
Smith Marine Sales
Essex: Marine Basin, Inc.
Georgetown: Georgetown Yacht Basin
Salisbury: Quillin-Valliant, Inc.
West River: Shady Oak Marina

MASSACHUSETTS

Abington: Oldtown Sport Shop
Amesbury: Ebb Tide Marina
Boston: James Bliss & Company, Inc.;
Oriental Yachts, Inc.
Cambridge: Bay State Boat Company
Dorchester: Dean L. Graves
East Boston: Cladel Electronics Company
Fall River: Moss Construction Co.;
Capt. Joseph J. O'Connell
Falmouth: Cape Cod Marine Service
Harwichport: Allen Harbor Marine Service
Kingston: MacKenzie Boat Shop, Inc.
Marblehead: Stewart Gauss
Neponset: Boston Boat Sales Company
New Bedford: Chriss Electronics;
Northeast Marine Electronics;
Whitehead Marine Radio
Newburyport: Hatheway Boat Builders
Norwood: Norwood Outboard Service
Plymouth: Plymouth Marine Railways
Provincetown: Lands End Marine Supply Co.
Salem: Jaynes Auto & Marine Supply;
Marine Radio Telephone Service
Springfield: Regent Sales, Inc.

MICHIGAN

Charlesvoix: Fairport of Charlesvoix
Detroit: Roosevelt Radio and TV Company
Grand Haven: North Shore Marina
Harbor Springs: Walstrom Marine, Inc.
Holland: Bay Haven Marina
St. Clair Shores: Cooper Chris Craft
Traverse City: Ray Darrow Marine Base

MINNESOTA

Duluth: Indian Point Boat Base
Wayzata: Minnetonka Boat Works, Inc.

MISSISSIPPI

Biloxi: Biloxi Machine & Supply Company

MISSOURI

St. Louis: Harbor Point Boat and Dock Company

NEW HAMPSHIRE

Laconia: Goodhue's Boat Yard

NEW JERSEY

Atlantic City: Mr. Lawrence Smith
Brielle: Butler Marine Radio
Cape May: Mueller Electronics
Clark: Mackay Radio & Telegraph Company
Fort Lee: Wilson's Marine
Madison: Customs Communication
Riverside: Dredge Harbor Yacht Basin
Rutherford: Rutherford Marine Service
Tom's River: Mar-Ken
Union City: Tra-Mar

NEW YORK

Alexandria Bay: Hutchinson's Boat Works, Inc.
Bayside: Marine Electronics Company
Bridgeport: Gowings Anchorage
Brooklyn: General Marine Repair Co.;
Sutter Brothers Marine Basin, Inc.
Buffalo: George W. Collins, Inc.;
Rich Marine Sales
City Island: Gells and Foerst Marine Electric Co.;
Tivoli Radio & Marine Company
Clayton: George W. Mercier, Inc.
Cleverdale: Scott M. Henderson, Inc.
East Rockaway: Ackerly Marine Radio
Endicott: Phelps and Cornell
Flushing: M. F. Darcey
Freeport: Freeport Communications
Geneva: Seneca Marine Mart
Great Neck: Instrument Associates
Greenport: East End Supply Company;
Fairfield Marine Long Island, Inc.
Haverstraw: Hudson Marine Sales and Service
Ithaca: Freeman's Motor Marine
Lindenhurst, L. I.: Sea Radio Co.
Mayfield: Bennett Boat Company
New York: Aero-Marine Radio Corp.;
Manhattan Marine & Electric Company, Inc.;
New York Marine Radio, Inc.
Port Washington: Tivoli Radio & Marine Company
Rochester: J. E. Fogg;
Rochester Marine Company, Inc.
Sag Harbor: Sag Harbor Electronics
Southampton: Southampton Electric Assoc.
Tottenville: Electronic Sales & Service
Utica: Utica Electric & Boat Serv.
Watervliet: Boating Center of Watervliet
Youngstown: Pierce Marine Corporation

NORTH CAROLINA

Bayboro: Ensley Radio Company
Hatteras: Foster Quay
Washington: Pamlico Marina

OHIO

Cleveland: Cleveland Yacht & Supply Company
Port Clinton: Catawba Marine Sales
Toledo: Airlansea Communications Company

OREGON

Astoria: Radio Service Company
Newport: Yaquina Bay Marine Supply
North Bend: Oregon-Pacific Company
Portland: R. E. Sells Marine Service;
Staff Jennings, Inc.;
Columbia Marine Electronics;
Electro-Mechanical Company

PENNSYLVANIA

Erie: Great Lakes Marine Sales and Service Co.
Lafayette Hills: Antrim Marine Radio
Philadelphia: Johnson & Towers;
Elisha Webb & Son Company;
The Nixon Company
Pittsburgh: Highland Seaplane Base

RHODE ISLAND

Cranston: Pawtuxet Marine Electronics, Inc.
Middletown: Middletown Sporting Goods
Newport: J. T. O'Connell, Inc.
Warren: Blount Marine Corporation
Wickford: Wickford Shipyard

SOUTH CAROLINA

Charleston: Coastal Radio Service;
Sikes Radio Company

TENNESSEE

Chattanooga: W. B. Taylor
Memphis: Hirsch Electronics;
Warhes & Tambie
Nashville: E. E. McGhee

TEXAS

Aransas Pass: H. J. Patterson Electronics Co.
Beaumont: Straughn Radio & Electronic Service
Brownsville: DuBose Marine Radio
Freeport: Corbitt Marine Ways, Inc.;
D. J. Patterson Marine Electronics
Galveston: Electric Supply Co. of Galveston, Inc.
Houston: Southwestern Communications Company, Inc.
Lake Dallas: Hundley Boat Company
Pasadena: Southwestern Communications
Port Arthur: Mackay Radio & Telegraph Company;
Texas Electronics Company
Port Isabel: Marine Mart, Inc.

VIRGINIA

Arlington: Communications, Inc.
Bena: Hogge's Radio Service
Colonial Beach: Colonial Yacht Club
Hampton: Haldeman Marine Sales
Lilian: Francis Bray
Norfolk: Colley Marine Supply;
Hunt Auto Supply;
Priest Electronics, Inc.;
Paxton Company
Richmond: Carwich Marine;
Richard E. Riley Yacht Agency
Wachapreague: Radio & Marine Service

WASHINGTON

Anacortes: Harris Eng. & Equipment Company
Bellingham: Bellingham Marine, Inc.
Everett: Robinson Plywood & Timber Company;
Wold Radio
Hoquiam: Marine Supply Company
Longview: Columbia Radio Service Company
Port Angeles: Port Angeles Marine Supply
Seattle: Cadranel Yacht Landing;
Carl's Marine Equipment;
Electric Service Company;
G. & L. Marine Radio;
Mackay Radio & Telegraph Company;
Northwest Instrument Company;
Northwest Marine Radio Company;
Nordby Supply Company;
Seattle Marine & Fishing Supply
Washington Boat Center
Tacoma: Industrial Marine Company;
Tacoma Boat Mart

WISCONSIN

Kewasha: Electronic Enterprises
Manitowoc: Capt. John J. Jordan
Milwaukee: Warren Isenring Company
Sturgeon Bay: Baudhuin Yacht Harbor;
Peterson Builders, Inc.

WASHINGTON, D. C.

D. C.: Desmond TV Service;
Washington Marina Company

ALASKA

Cordova: Marine Electric Service
Juneau: Parsons Electric, Inc.
Ketchikan: Service Electric Co., Inc.
Kodiak: Deveau Electronics
Petersburg: Trading Union, Inc.
Sitka: Triune Service

CANADA

British Columbia, Vancouver: S. & T. Sales, Ltd.
New Brunswick, Grand Mansa: County Radio & TV Sales & Service
Newfoundland St. Johns: Charles R. Bell, Ltd.
Nova Scotia, Halifax: Gabriel Aero-Marine Instruments
Nova Scotia, North Sydney: Gabriel Aero-Marine Instruments
Quebec, Montreal: S. G. Brown; Gabriel Aero-Marine Instruments

RAYTHEON MANUFACTURING COMPANY

Marine Products Department

Waltham 54, Mass.

OFFICES: Atlanta, Baltimore, Boston, Chicago, Cleveland, Jacksonville, Los Angeles, New Orleans, New York, Norfolk, San Diego, San Francisco, Seattle







For your boat of any size—from a snappy 16-ft. outboard to a magnificent yacht; for your boating fun—fishing, exploring, cruising or just plain boating—you'll get more enjoyment when your pleasure and safety are safeguarded by trustworthy Raytheon marine electronic equipment.

Raytheon radiotelephones to keep you in touch with other boats or shore, depth sounders to help you pilot safely, radio direction finders for entertainment and safe navigation—all make boating more satisfying and far safer for you and your family.

Raytheon electronic products for every boat, every need, every purse are reliable, seaworthy and moderately priced. To learn how you can get more fun and safety out of boating, see your Raytheon dealer soon.

Excellence

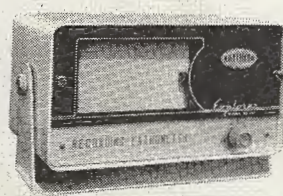


in Electronics

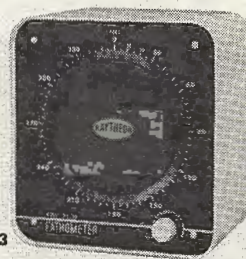
"Safety makes a happy ship"



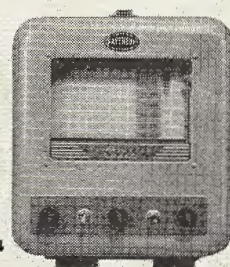
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2



3



4

1. "Holiday" Model DE-122 indicator-type depth sounder. Range: 2 to 120 ft. Size: 7x8x6½". Uses only 13 watts. For 6 or 12 volts. Very easy to install. Highly reliable, extremely accurate. Complete with transducer, \$159.50.

2. "Explorer" Model DE-705 recorder-type Fathometer® depth sounder. Range: 2 to 120 ft. Size: 6½x12½x7¼". Uses 4 amps at 6 volts, 2 amps at 12 volts. Viewing window 3½x6". Chart paper lasts 30 hours. Employs same easy-to-install transducer as Model DE-122. Complete \$255.

3. Model DE-706 indicator-type Fathometer® depth sounder. Range: 0-360 ft. or 0-120 fathoms. Size: 9½x10x6½". Uses only 35 watts. For 6, 12, 32 volts. Dial is 7" diameter for easy, accurate reading. Brilliant flashing red light. Only \$375.

4. Model DE-701 recorder-type Fathometer® depth sounder. Dual depth scale of 0-150 ft. and 150-300 ft. or 0-50 fathoms and 50-100 fathoms. Size: 10½x12x6". For 6, 12, 32 volts. Large viewing window is 6½x3¾" for observation of extremely fine bottom details. \$525.



5



6



7



8



9

5. Model RAY 11 portable radiotelephone for smaller boats. Output 11 watts. Input 20 watts. 3 channels. 12 volts. Size: 9x5x15". Has transistorized receiver with Broadcast band. Built-in power supply. Comes with antenna and mounts, crystals for 2 channels and microphone. Very low price, \$255.

6. Model RAY 19 portable radiotelephone. Same as Model RAY 11 (described above) with 19 watts output, 30 watts input. 5 channels. With antenna and mounts, 2 crystals and microphone. Only \$299.50.

7. Model RAY 20 "package" radiotelephone. Output 22 watts.

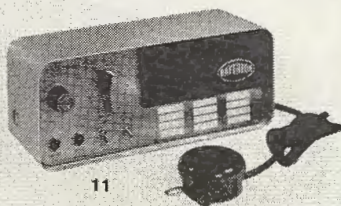
Input 40 watts. 5 channels and Bdcst. band. 6 or 12 volts. Size: 13½x8½x11½". Has automatic noise limiter. Includes 3 sets of crystals, antenna and mounts, microphone. \$369.50.

8. Model RAY 34. Output 41 watts. Input 65 watts. 6 channels and Bdcst. band. 6, 12, 32 volts. Size: 13½x8½x11½". Power supply 9x6½x13". Provision for remote control. From \$494.

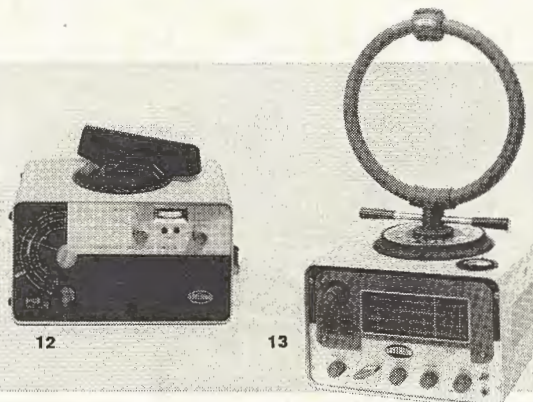
9. Model RAY 61. Output 61 watts. Input 100 watts. 7 channels and Bdcst. band. 12, 32, 110 volts DC, 115 AC. Size: 13½x8½x11½". Power supply 9x6½x13". Has automatic noise limiter. Provision for remote control. From \$622.



10



11



12

13

10. Model CM-5 marine receiver. 5-channel transistorized unit. 3 watts audio. Conforms to F.C.C. requirements for monitoring 2182 Kc. Size 11¼x6¼x5½". 12 and 32 volts. \$93.50.

11. Model RCC-1 remote channel changer. For remote operation of all radiotelephone functions. Switches up to 10 channels. Can be used up to 25 ft. from radiotelephone. 6, 12, 32 volts. Size: 11¼x5¼x4½". Works with Raytheon Models RAY 34, 41, 61, 65. Includes telephone type handset. \$155.

ANTENNAS, ANTENNA MOUNTS, CRYSTALS — 5 antenna models and 6 types of mounts, plus crystals available.

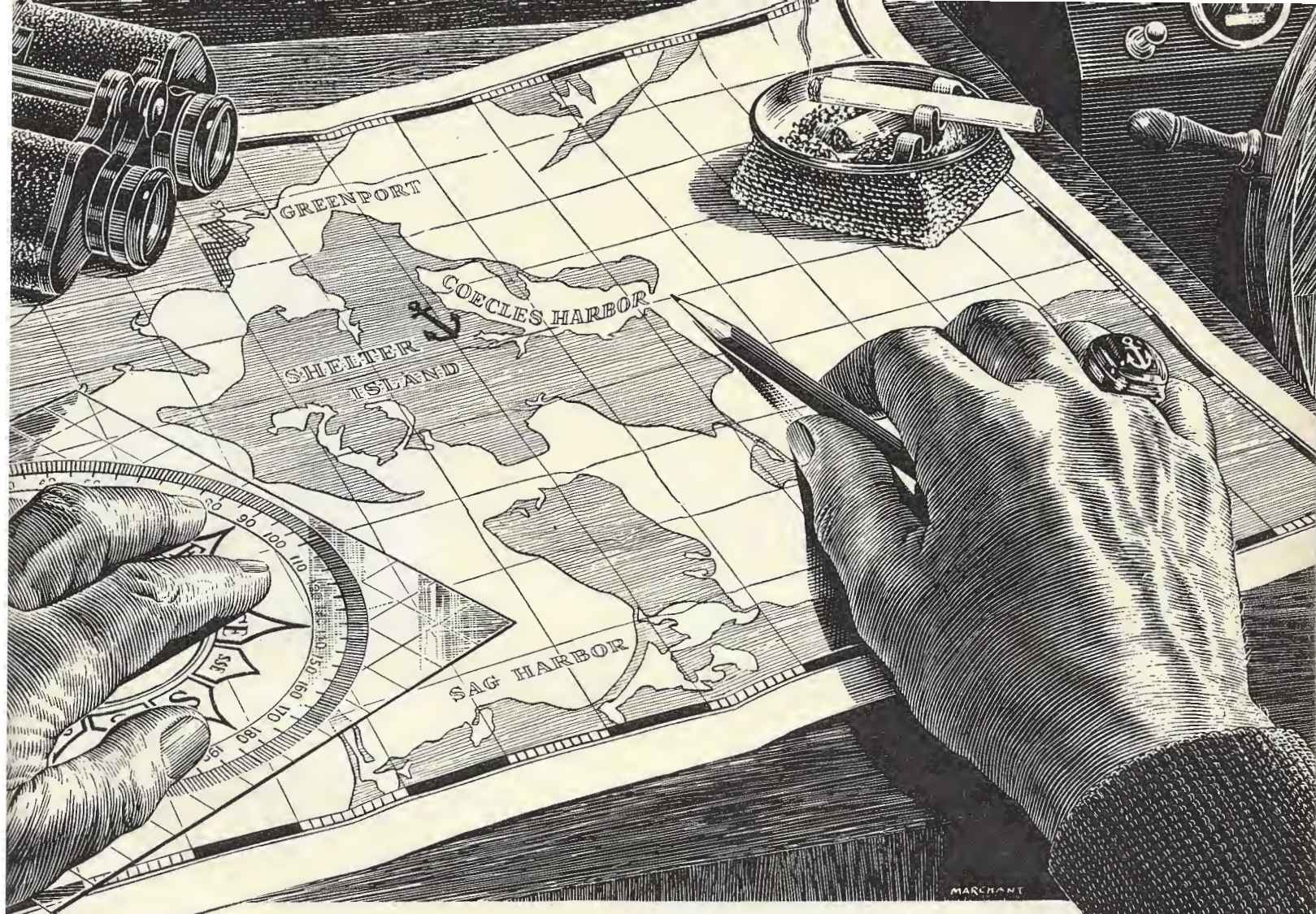
12. "Ranger" Model 354 radio direction finder. Portable, all-transistor, battery-powered. Beacon, Marine and Broadcast bands. Receives all beacon stations at maximum published range. Has full watt of output volume. Includes null meter, headphone jacks, battery-checker. \$299.50

13. Model 355 radio direction finder with 8-channel communications receiver. Beacon, Marine and Broadcast bands and 8 crystal-controlled channels from 2 to 4.75 Mc. For 12, 32, 110 volts DC, 115 AC. Includes "sense", beat frequency oscillator, null meter, bearing width control, slide-rule dial. Also available with remote loop. From \$422.

Note: all prices are subject to change without notice. Installation and accessory costs are not included in above prices. See your Raytheon dealer for details.

Raytheon's line also includes: Radar Reflector \$14.95; Fume Detector from \$64.50; Radar from \$3,545.

Prices subject to change without notice.



choice destination for a perfect cruise

You're on course for a pleasure-filled cruise when you head to quiet, uncrowded Shelter Island — favorite port of call for blue-water skippers since the old whaling days.

A vigorous reach across open water brings you to the clearly-marked channel heading in to Coecles Harbor Marina, the finest setup for deepwater men and boats in the entire Long Island-Connecticut area.

Plenty of dock space with water and power waiting to be piped aboard. Showers and other comfort facilities at dockside. Transportation provided to Shelter Island's inviting beaches, uncrowded golf courses, fine restaurants.

For your boat: expert ship and engine repairs and a full stock of marine parts and accessories.

Excellent inside and outside storage facilities.

You're charting leisurely pleasure when you set your course for Shelter Island.

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factory-built boats, engines and accessories

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motors

International Marine Paints
marine paints

Old Town
boats

Texasaco marine gas
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marine products



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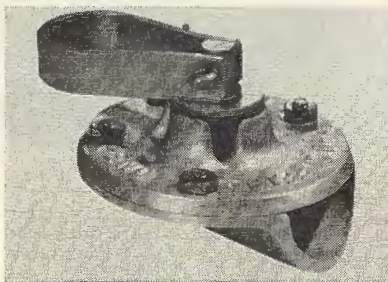
Shelter Island Boat Yard, Inc.
Shelter Island, N. Y. • Shelter Island 9-0380



Seapower 150-hp.
Outdrive by Sweinhart

LARGE OUTBOARD DRIVE. The Seapower Outdrive is guaranteed to operate with an inboard engine up to 150 hp. It is composed of the main gear case that holds forward-neutral-reverse gears and the propeller, and the permanent mounting plate that affixes to the transom. The outdrive is hinged to the top of the mounting plate by a large removable pin and held down on the plate by a shear pin lock. The lock can be released by remote control for tilting or, if a foreign object is struck, the shear pin will break, the Outdrive will disengage and shift to neutral. The Outdrive propeller can be used in either a push or a pull position. In addition it steers the boat.

SWEINHART ELECTRIC CO., 2900 E. Olympic Blvd., Los Angeles 23, Cal.



FEIK MARINE PRODUCTS, INC., 1809 Afton, Houston, Tex., offers a variety of equipment useful to the boatman. Their trailer winch is of cast brass, guaranteed against salt water damage. The Feik Bottom Bailer made in aluminum or brass, is of rugged construction to stand heavy use

SHEERLINE DAVITS are made in cast aluminum by Walstrom Products. Each arm, the company says, will support a 900-lb. load without permanent deflection, yet weighs only about 15 lb. When up, the dinghy is locked in position by

Sheerline davits make launching and hoisting out easy



gunwale brackets and the arm extension lip so it can't move fore and aft or sidewise. Sheerline stabilizers keep the boat from tipping when being lowered or hoisted out.

The boat, when secured, can be launched in 20 seconds, the makers say, and tackles make light work of hoisting and lowering.

WALSTROM PRODUCTS, Inc., Harbor Springs, Mich.



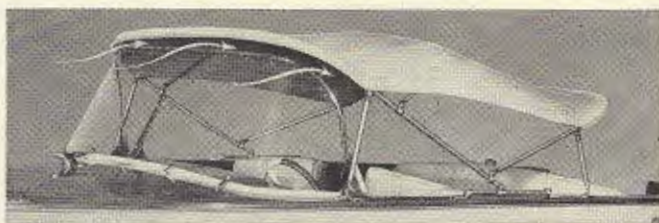
The Captain's Gig
makes a fine boat
for two to sail

THE CAPTAIN'S GIG is a pram-type, molded fiberglass dinghy 8' in length, 3'10" beam and carrying three adults easily. The sailing version with 40-ft. Dacron sail and built-in centerboard well, has a two-piece aluminum mast, and boom, rudder and centerboard of the same material. It weighs 79 lb. and lists at \$319. For rowing or for use with outboards up to 3½-hp., the non-sailing model weighs 69 lb. and sells for \$195.

HANDS SHIPBUILDING CO., 7207 E. McNichols, Detroit 12, Mich.



PRE-VUE SUNGUARD CONVERTIBLE, a top designed for folding back of the stern seat, as well as behind the windshield, is the newest in the line of boat tops and windshields from PRE-VUE CO., INC., 2300 E. 26th St., Minneapolis 6, Minn. It has a mechanical locking device which, disengaged, allows the top to be pushed back from the windshield, permitting ventilation over the top of the windshield, and entry to the boat without stooping. A sliding hinge rail allows the top to be folded either forward or backward



PRESTO LOCK CO., has entered the marine hardware industry with a line of 14 items including cleats, handles, step plates, chocks, eyes and bitts, in chrome-plated bronze.

PRESTO LOCK CO., Garfield, N.J.

FRESH, SMART STYLING



New Light and Flagpole



New
"CUSTOM"
STARDUST
STEERERS

Smartest Deck Set

UTILITY, TOO



New "CQR"
Plow Anchors



New Exhaust Gas Eliminators
(Patents Pending)

WILCOX-CRITTENDEN FOR 1959!

Be sure to see the
W-C Display at the
Motorboat Shows in
New York & Chicago



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Motorboat
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**NEW 1959 General
Catalog 164 pages.**

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WILCOX-CRITTENDEN, Division, North & Judd Manufacturing Co.
10 South Main St., Middletown, Conn.

All New Pole Lights

NEW PRICE ON SEAPRENE SHEETS— NEW LIQUID SEAPRENE

As of January 1, 1959, the price of Seaprene sheets is drastically reduced. The former price was \$7.00 for a 36" wide, lineal yard. The current price is \$5.64 for a 44" wide yard. This is equivalent to a price of \$4.56 for a 36" wide yard (which we no longer sell, but which formerly cost \$7.00.)

It is only fair to ask: How is such a tremendous price reduction possible? as the former price indefensibly high? Has quality been sacrificed to gain the lower price?"

Here's how we did it: Under the old price we furnished a pebbled, cross-hatched sheet. This cross-hatching was deemed necessary to furnish a "tooth" for paint. We found a new way to make Seaprene take paint without the cross-hatching. Eliminating that cross-hatching brought about the greatest economy. It had been attained by means of a Nylon liner which wore out with astonishing speed and the very high cost of the liner had to be charged against the sheets produced during its life.

Next, we are ordering several miles at a time. This means a long mill-run with many attendant economies. We couldn't do that last year. We didn't know whether the yachtsman would go for Seaprene or not. Now we know. Also, long runs involve financing and warehousing problems. They have been solved.

Next, we increased the width of the sheet to 44 inches. The old 36" width was easier to handle, easier to figure with, more sensible all around. But, when you run machinery capable of producing a 44" wide sheet, you waste money when you produce a narrower sheet.

Finally, we reduced our mark-up. We anticipate vastly increased sales at the new price. When we allow for a fixed overhead and distribute it over more yards, we can naturally charge less per yard.

So the new sheets are nearly as convenient and quite as good as the old. Quality has not been sacrificed. I don't think any further reductions are possible, because the current price is now so close to the price of the raw materials. Boat yards and dealers have been protected against loss by this price reduction. This new low price will be maintained as long as it is feasible to do so, but there are many factors entering into price which are beyond our control, so the current price is subject to change without notice. We predict that any change will be up—not down.

Seaprene consists of chloroprene (synthetic rubber). It comes in sheets 1/50" thick, 44" wide and any length in even yards up to 25 lineal yards. It is fastened to the boat by means of a binder which is brushed on the boat and on the chloroprene sheet and allowed to dry. When it is dry, this binder will not stick to anything except to other binder, so that you are handling a clean, dry, non-sticky sheet. The easiest, cleanest

Seaprene waterproofs and protects cabin overheads, decks, cockpits, topsides, and under-bodies. It is completely impervious to water. Tough as an automobile tire, yet so elastic that it will work with the boat, stretching and shrinking as the boat dries out and swells. The same chemicals have been used in boat application for sixteen years and have never yet died of old age. Seaprene will not support combustion, weighs very little (on bottoms, it saves more than its own weight in water absorption by the planking). It has unbelievably strong adhesion and extraordinary resistance to sunlight, spray, weather exposure and tough wear and tear. Seaprene is sold by many boat yards or may be purchased direct at the prices shown at the bottom of this page.

LIQUID SEAPRENE

We believe the most perfect coating for a boat is Seaprene, applied in the form of a sheet of chloroprene (synthetic rubber), 1/50" thick. This sheet has everything — adhesion, cohesion, toughness, ability to take paint, a long life, elasticity and resistance to everything that can attack a covering on a boat. It is used on decks, cabin houses, cockpits, topsides and centerboards.

It has only one fault. Despite the great price reduction, it is still too expensive for some boats. It is a simple matter of values. The boats that need Seaprene most do not justify the investment.

Now, after intensive testing afloat, we can offer that same Seaprene in cans at a price that makes sense on any boat no matter what her value. The only differences are these: Seaprene sheet is formed in a factory. With Liquid Seaprene, the sheet is formed right on your boat. You may think of it merely as a coating, rolled on and built up with a paint roller. But it is a sheet, just like the factory-built sheet; and when we apply it over a parting agent, so that we can lift it off, you will recognize it as a sheet. The sheet we build at the factory is vulcanized. The sheet you build on your boat is air cured. Let's see what that implies:

(1) **Adhesion**—the adhesion of Seaprene is terrific. The adhesion of Liquid Seaprene is not quite so good, but is deemed good enough. It is probably better than the adhesion of any other competing product.

(2) **Cohesion**—the strength of a piece of Seaprene sheet is amazing. It has the yielding toughness of an automobile tire, the ability to roll with a punch, to stretch without tearing. The film formed by Liquid Seaprene is not quite so tough as that of Seaprene Sheet, but it has the same general characteristics and is certainly tough

(3) **Elasticity**—Seaprene is highly elastic. It stretches when the planking swells. It comes back when the planking shrinks. It works with the boat. Liquid Seaprene works this same way. It does not have quite as much elasticity as the Seaprene Sheet. Its elastic-memory (the ability to resume the original condition) is not quite so prompt as that of Seaprene sheet, but the final result will be the same.

(4) **Longevity**—Seaprene sheets (or materials of the same chemical composition) have lasted in salt water and salt air for 16 years without dying of old age. Liquid Seaprene has lasted for 10 years in these same circumstances. Neither the ten-year period, nor the sixteen-year period, is deemed the full life expectancy of these materials. These periods, however, do represent the actual length of time the materials have been in use.

(5) **Ease of application**—Seaprene is amazingly easy to use. You handle a dry sheet. You glue it to the boat about as easily as sticking on a Band-Aid or a postage stamp, but Liquid Seaprene is also easy. It can be applied with a paint roller at a speed far greater than you could apply paint with a brush. The only difficulty is that it takes four or five coats to build up a film of sufficient thickness. This can be done fast, however, and very easily.

Now, steady yourself for a shock. The price of Liquid Seaprene is only \$13.98 per gallon—cheaper than most bottom paint and less than half the cost of the most widely used bottom paints. Of course, it takes several coats to build up the necessary thickness, but broadly speaking, the cost of an impervious coating of Liquid Seaprene is comparable to the cost of anti-fouling. Even if Liquid Seaprene should not last the expected minimum of ten years, even if you had to renew it every year, it would still be a low priced application. If you regard it as a matter of maintenance rather than as a capital investment, it still would not be overpriced.

See the Seaprene sheets and the Liquid Seaprene at the New York Boat Show. Stretch it, pull it, abuse it, and convince yourself that this is a sound way to fight leaks, to render a boat completely waterproof and to protect it from every known form of attack.

Liquid Seaprene is just being introduced and has not gained an appreciable distribution. We will be happy to ship it anywhere in the United States at \$13.98 per gallon, plus your share of transportation costs. See next page.

SEAPRENE Price List

Seaprene Sheet — per lineal yard	
44" wide (11 sq. ft.)	\$ 5.64
No fractional yds. sold.	
Binder—per pt.	\$ 1.86
per qt.	3.48
per gal.	13.29
per 5 gal. drum	64.50
Figure 1/2 pt. per coat per sq. yd. of surface to be coated—1 1/2 pts. total per sq. yd.	
Patching Cement—per 1/2 lb.	\$ 2.94
per lb.	5.64
Figure 1/2 lb. for a boat up to 25 ft.	
Thinner-Cleaner—per qt.	\$.45
For cleaning tools and erasing mistakes.	
All prices in this box F.O.B. Mamaroneck, N.Y.	
Subject to change without notice	

NEW UNDER-COVER PAINT REMOVER

We are introducing at the Boat Show for the first time this year, a type of paint remover that works on an entirely new principle. The most active ingredient in this paint remover generates a gas, and it is believed that this gas is the thing that removes the paint. The gas is held onto the surface by an expendable, transparent, plastic sheet. The paint remover is brushed on the way any remover is brushed on. The plastic sheet is applied immediately. Inasmuch as it is perfectly transparent, it is easy to watch the action of the paint remover on the paint and inasmuch also as this sheet is impermeable to the active material, it holds the gas in place, letting it go to work on the paint. Unlike other paint removers, this new Under-Cover Paint Remover can be used to work large surfaces at one time. It is possible, for instance, to remove all the paint on the topsides of a boat in a single operation instead of working it in patches as heretofore.

With normal paint removers, the time of exposure of the paint remover is rather critical. If the stripping is done too soon, only the top layers of paint will be removed. If it is done too late, the paint will have rehardened. Under-Cover Paint Remover is not critical and may be kept in place as long as it is covered by the plastic sheet—for as long as overnight. This long, safe exposure easily attacks seven hard layers of paint—right down to the bare wood. When it is time to strip, the plastic sheet is rolled down onto the paint for greater adhesion, then one corner is lifted with the aid of a putty knife under the loose paint, and the plastic sheet is worked off simultaneously with the lifting by the putty knife, and practically all of the paint adheres to the sheet and is removed at one time without mess, without attacking adjacent surfaces and with clean exposure of the wood.

The new paint remover is sold in gallons with the plastic sheet attached. Price \$8.16 per gallon, plus your share of the transportation cost (see below).

CHILLED VARNISH

Get ahead with your varnishing over the winter. Remember, Chilled Varnish can be used in any temperature down to freezing. It is the Number One winter performer in all boat yards throughout the country. Nearly ten years of magnificent performance have placed this varnish in the front ranks among the best varnishes of all time. We hope we won't bore you if we repeat for those who have just tuned in, the theory of chilling our varnish in a bucket of ice and applying it cold.

When any varnish dries, two things happen—the volatiles evaporate and the non-volatiles polymerize and form a skin. At normal temperatures these things happen simultaneously. When we chill our varnish, we retard the skin formation and allow the volatiles to escape first. Thus it dries quickly, in the proper order—"inside out", as some people insist. Send for "Memo on Varnishing". (Free.)

At yards and dealers along all waterways, or direct by mail for \$2.95 per quart, plus your share of the transportation. (See below.)

CHILLED PAINT

It is very interesting to watch the growth of Chilled Paint. Wherever it has been sold it has seemed to invite other yachtsmen in the neighborhood to use that paint and no other. In two years of marketing our Chilled Paint, we have never had the slightest complaint about its performance. Chilled Paint makes no flat spots, shows no rain streaks. Gloss paint contains varnish. But our Chilled Gloss Paint contains our Chilled Varnish, and the same chilling theory applies.

	Quarts	Gallon
Foundation Paint	\$2.85	\$ 9.96
Chilled Gloss Paint	\$3.54	\$12.79

Plus your share of the transportation cost. See below.

THE 3-TON FAMILY

There are better, stronger adhesives than 3-Ton Adhesive, but they are not the sort of thing a do-it-yourselfer yachtsman can use and the prices of some of these fancy stuffs are fantastic.

3-Ton Adhesive is derived from the material dentists use to make false teeth, crowns and fillings. If you can mix two ingredients of powder and liquid together, you can use 3-Ton. It will repair anything made of wood or metal. It will mend broken spars, oars, boat-hook handles, repair toilet bowls, plumbing, pipes, manifolds, exhaust lines. It will repair breaks, gouges and scars in planking, rails, decks, cabin houses. It will cure under water as readily as in the air and has a pull-apart strength of 6,000 pounds per square inch—hence its name. Prices, \$3.96 for a unit making about a half pint, and \$32.00 for a unit making about one gallon, plus your share of the transportation cost. (See below.)

BRUSHING 3-TON is 3-Ton Adhesive converted to a coating. It makes a perfect, impervious coating for steel and aluminum hulls and for thousands of marine uses. \$29.55 per gallon, plus your share of the transportation cost. (See below.)

SQUEEZING 3-TON is a form of Brushing 3-Ton, of greater viscosity, sold as a seam filler and applied with a squeeze bottle applicator. \$4.80 per 8-oz. container and squeeze bottle applicator, plus your share of the transportation cost. (See below.)

TRANSPORTATION CHARGES

Postage charges have jumped right over the moon, so we must ask our customers to share them with us. Please add to any price on direct purchases the following:

	East of Mississippi	West of Mississippi
Per quart of Varnish, Paint or small package of 3-Ton Adhesive, etc.	25¢	50¢
Per gallon of anything	75¢	\$1.50

This is an attempt to average the increased costs. We still pay part of the postage and the insurance and full cost of handling and packing.

BOAT SHOW

All new products will not only be shown, but will be demonstrated in action, at our booth at the New York Boat Show, Booth C-161 and C-162, Third Floor. It will be very helpful if you can measure in advance of the show any surface on your boat that you plan to cover with Seaprene products.

H. A. CALAHAN, INC. 859 Mamaroneck Ave., Mamaroneck, N. Y.

Telephone: Owens 8-3266



The BOAT SHOW in Print

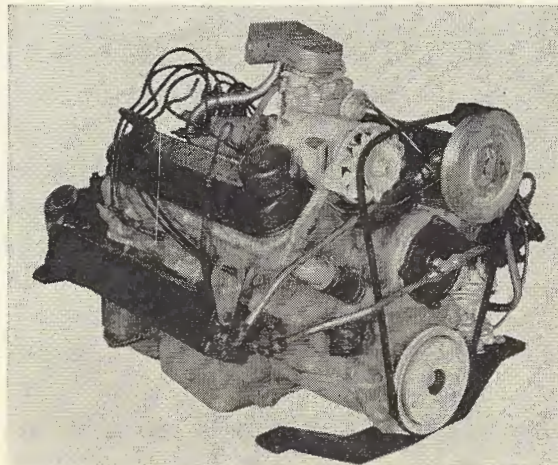


A 24' Silverton Seafarer Skiff with hard top

SILVERTON SEA SKIFFS for this year feature a new hard-top 23' Seafarer model and a 24' raised deck boat, either of which is also available as an open boat or with a Navy top. In addition, Silverton builds custom boats in the 28'-35' size range.

The 23' Seafarer is a lapstrake boat with 8'4" beam, reported to make 25 m.p.h. with a 60-hp. engine. Prices range from \$3450 up, according to whether larger power or extra equipment are ordered. The forepeak has room for two berths and a head.

SILVERTON BOAT & ENGINE WORKS, 122 Kettle Creek Rd., Toms River, N.J.



Pontiac 180-hp. V-8 with Federal marine conversion. Federal now supplies hydraulic marine transmissions to fit most modern V-8 automotive engines. They also offer a newly-designed water-jacketed manifold claimed to eliminate hot spots and uncooled flanges. Federal conversion kits are designed for salt water use. **FEDERAL MARINE MOTORS CO.**, 9011 Cottage Grove Ave., Chicago 19, Ill.

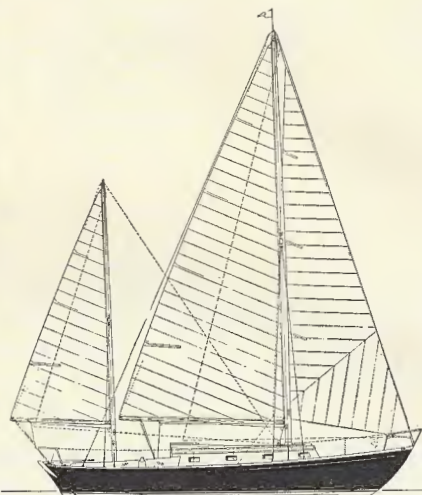
A 2-man inflatable dinghy available from Revere Supply Co.



U.S. RUBBER LIFE RAFTS are available in five sizes from six-man to 25-man capacity from Revere Supply Co., sole distributor of this life saving equipment made by U.S. Rubber Co. The rafts are of neoprene-coated nylon, said to give maximum storage and service life. They are made up in sections and the sections vulcanized together under heat and pressure, giving lasting adhesion at the seams.

The raft consists of a lower tube which is the main hull and a gunwale tube above that, and a special type floor said to give occupants maximum protection is vulcanized to the lower tube. The raft comes in a compact package for easy stowage, and may be blown up to full capacity in 30 seconds by the CO2 bottles provided. The six-man raft comes in two types, with and without an inflatable bright yellow (for high visibility) canopy and a boarding station.

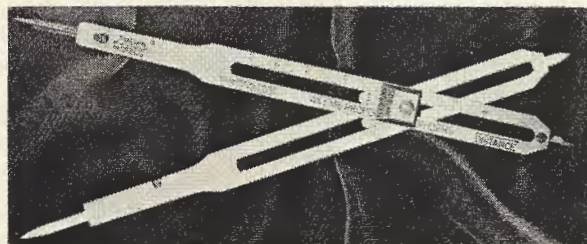
REVERE SUPPLY CO., 30 Front St., New York 4, N.Y.



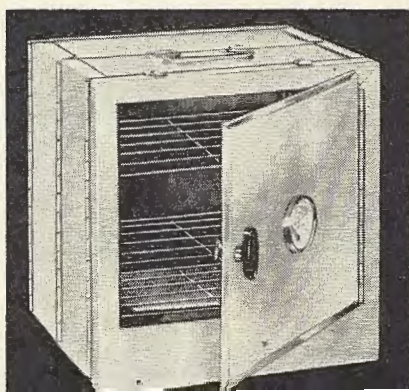
The 35' ketch, two of which are now being built by Dickerson

DICKERSON BOAT BUILDERS, INC., continuing their building of sailboats in the moderate-priced class, are currently building two 35' ketches designed by Charles Wittholz, for spring delivery to a New York and a Chicago owner for \$15,000 each. The yard has a 28' Robert G. Henry Jr.-designed auxiliary sloop ready to launch, and is continuing the auxiliary bug-eye ketch Simplissima and the smaller stock sloop, the Dickerson 26, as a part of its regular line.

DICKERSON BOATBUILDERS, INC., Cambridge, Md.



THE WEEMS SYSTEM OF NAVIGATION, Inc., 227 Prince George St., Annapolis, Md., furnishes yachtsmen with many instruments for navigation and piloting. One is the Weems Naviders (proportional dividers) with which by following simple directions one can measure distance in units of time, or obtain speed from time and



HILL MARINE SPECIALTIES, 7422 Belden St., Philadelphia 11, Pa., makes this stainless steel folding oven which opens to 12" x 9" x 11", operates on any stove burner, will hold heat up to 500 deg. Price \$25.75

by Stephens ... of course ...

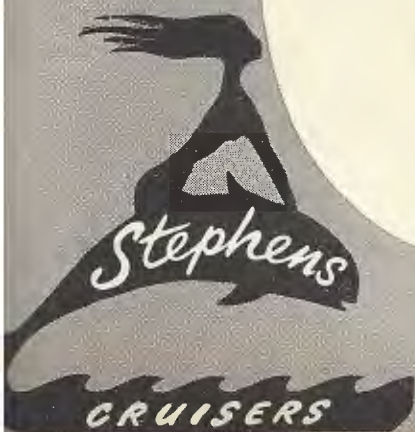


The Most Beautiful Boat Afloat ...

She's an eyeful of style—
the sleek, 47-foot, flush deck 1959 Stephens.
Lavish topside lounging room, fore and aft,
and a wealth of impeccable accommodations below.

It demands artfulness and know-how to design
a yacht as distinctive as this new stock model...
maintaining the low, classic profile
that is unmistakably Stephens,
yet encompassing so many uncommon comforts.

Proof, once again, that when you want
maximum spaciousness combined with incomparable graciousness,
you look first to styling by Stephens.



Stephens Bros., Inc. STOCKTON,
CALIFORNIA



The BOAT SHOW in Print



The Muncie Gear Work's inboard-outboard Flexidrive

MUNCIE INBOARD-OUTBOARD DRIVES have been further developed since Muncie Gear Works introduced them in 1957. These drives, Muncie says, provide inboard power economy for outboard hulls or make inboard boats more convenient to launch and trail, and give increased maneuverability. The Flexidrive has its own forward, neutral and reverse gears.

The 85-lb. Flexidrive transmission-and-propeller unit is installed on the stern of the hull, using a template provided to make the insert of the engine drive-shaft.

The improved 1959 Flexidrive can be used with engines up to 120 hp.

MUNCIE GEAR WORKS, INC., Muncie, Ind.



HILLTOP BOAT TRAILER CO., 314 W. Chestnut St., Wauseon, Ohio, builds a line of trailers for boats from 13' and 500 lb. up to 24' and 5000 lb. The one shown here is their Model 1218T, designed for 18'-19' boats up to 2000 lb. Features of 1959 Hilltop trailers include Super-V frame, 15" long, self-centering swivel rollers, adjustable bow stop and winch. Hilltop offers straight axles and leaf springs, or independent wheel suspension

STEEL CRUISERS AND HOUSEBOATS are built by the Grafton Boat Works. Their Steel King cruisers of conventional type include five models, two of which are 26-footers built as stock boats, the others ranging up to a 45' cruiser for \$46,529, built only to order. The cabin on the 26-footer is of molded plastic. The scow houseboat types, powered by Graymarine engines, include 32 and 35-footers in continu-



This 26' Express Cruiser is a Steel King by Grafton

ous production and a 40-footer to order, at prices from \$2,590 to \$18,000. The 32' houseboat sleeps four or six and can do 11 m.p.h. with a 60-hp. Gray; the 35-footer has quarters for six, and her power is a Gray 109-hp. The houseboat hulls are V-bottomed, with scow bow, and built of 10 and 11 ga. steel plating, with the cabins of lighter steel.

GRAFTON BOAT WORKS, Grafton, Ill.

Shown in inset upper left is special reel on back of Admiral 17" portable TV for winding up power cord

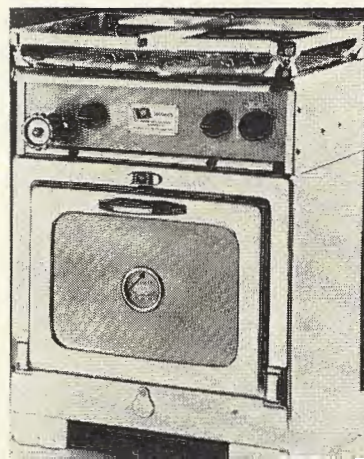


PORTABLE TELEVISION receivers, and portable radios are offered by the Admiral Corp. of Chicago, Ill. With a 110-degree picture tube, the 17" Admiral TV receiver permits the use of a shallower tapered cabinet, and weighs approximately 30 pounds. A 38" single-arm antenna is included.

The Admiral Transistor 8 portable radio now has two speakers and a variable tone control, enabling the listener to choose the exact tonal balance he prefers. The dual speakers face opposite directions in the radio to give room-filling sound, according to the manufacturer.

Admiral's new line also includes a new color series of three-way portables, available in a choice of five colors.

ADMIRAL CORP., 3800 Cortland St., Chicago 47, Ill.

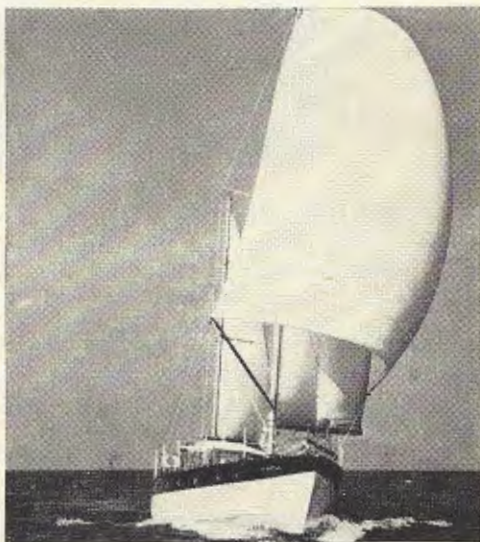


SHIPMATE galley stoves familiar to generations of yachtsmen, now include the most up-to-date gas and alcohol-fired ranges as well as the traditional coal-burners. Very similar in appearance are these gas and alcohol-burning ranges with stainless steel ovens under the open plates. They are made by RICHMOND RING CO., Souderton, Pa.

The STOKVIS of the STOKVIS SAILING FLEET

If you are thinking about a boat—from a 12' sailboat to a 42' yacht—for racing, day-sailing or extensive cruising—be sure to inspect our fleet of fine boats.

CALYPSO



Built to last a lifetime with the ability to go anywhere. A ship for world cruising. An almost indestructible cruising ketch, finished as only the Dutch can do it to the highest standards. Exceptionally durable construction, low maintenance, luxurious accommodations for 7 with maximum comfort. Carries the perfect "single-hander" ketch rig plus trouble free machinery. Built with extensive cruising in mind, she is shallow draft (centerboard) and is designed for maximum ventilation below, where you will find the finest 3 cabin layout. Dual steering and controls—electric welded steel hull—spacious flush teak decks—deck shelter. 42'4" x 35' x 12'6" x 4'3".

SILVER SPRAY



The sensational little big ship that has everything that you could want. She is a compact, small (20' L.W.L.), most unusual sailboat with full headroom and plenty of beam. She has 4 berths, an enclosed toilet room, stainless steel sink, ice box, and plenty of storage space. Her planking is 13/16 mahogany and the deck is 3/4 teak. She comes equipped with a Palmer 22 HP engine, and is sold complete with sails. Our unsolicited owner—testimonials have been unbelievably enthusiastic. She is a great little ship. 23'5" x 20' x 8'8" x 3'10".

FLYING DUTCHMAN



DISTRIBUTORS

The valuable STOKVIS franchise may still be open in your area. Write today!

SEE US AT THE NEW YORK,
CHICAGO AND MIAMI
BOAT SHOWS

The finest racing sailer and fastest growing one-design in the world, this 19'10" 1960 Olympic centerboarder offers advantages that no other boat can claim. High speed planing at 20 knots is a thrill that you cannot miss. The trend is toward light boats for speed and low cost. She races with 2, carries 4 in comfort. See also her smaller sister the INDIAN SCOUT.

DUTCH TREAT



Twice the beauty, twice the roominess and comfort of any other 25-footer at anything like her price. This smart sailing, beautifully built cruising auxiliary with American power, galley, toilet, two berths, is designed to provide the most boat at the lowest price. Now up to No. 80 as proof of her popularity. Has 245 sq. ft. of sail. 25' x 20'4" x 7'8" x 4'4".

It's not too late to get the boat you want if you act now. Write, phone or come and see our prototypes. No obligation.

R. S. STOKVIS & SONS, INC.

NAUTICAL DIVISION

A. Van Breems, Manager

Seaview Avenue & Cummings Park (At Muzzio Brothers Yacht Yard)

Stamford, Connecticut • Telephone DA 4-9900



The BOAT SHOW in Print



The 16' Larson Thunderhawk Sr. takes 80 hp., costs \$1040

LARSON BOAT WORKS, builders of a fleet of 25 fiberglass craft ranging from a 7'9" dinghy to a 25' cruiser, report several new plants in operation around the U.S. and in Canada, and a new manufacturing process using the Rand Gun. This invention sprays clipped glass fibers and resin on the molds, and is said to cut production time per boat by about 50%, to eliminate air bubbles in the finished hull, and to make a stronger boat that is completely uniform and seamless.

The Larson 25' Cruisemaster, largest of the line, is offered as a convertible, a hardtop, or a cruiser sleeping up to six, at prices in the \$2950 range.

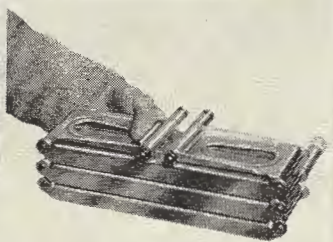
LARSON BOAT WORKS, INC., Little Falls, Minn.



Designed for use by the racing driver, the Safegard Racing vest has kapok sealed in waterproof vinyl inserts, heavy zipper closure and adjustable body, side and thigh straps. Other Safegard products include ski vests, ski belts, children's swim vests and Coast Guard-approved items. THE SAFE-GARD CORP., Station B, Cincinnati 22, Ohio

THE DEVELCO AUTOMATIC FOG SIGNAL TIMER will actuate a horn, a horn relay or an electric air valve, and automatically control the signal to conform with legal requirements. Only 5" x 5" x 5" in size, it is installed in the wiring system of the boat, and is available for 6, 12, 32V d.c. and 110V a.c. Three models are available: Model M-1W for International and Inland Waters at \$39.50; Model M-GL, Great Lakes, \$39.50; and Model U with selector switch for Inland Waters, International Waters, Great Lakes, or Sailboats, \$44.50.

DEVELOPMENT ENGINEERING CO., INC., 9 Cross St., Norwalk, Conn.



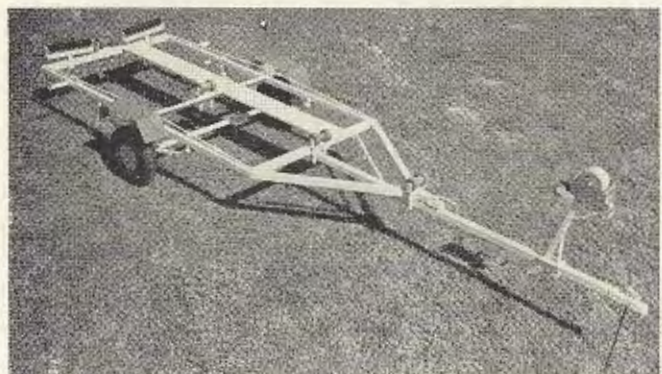
The Sto-A-Way boarding ladder, hooked into fittings on the side of the hull, is easy to climb. When not in use it folds into a package the size of a shoebox and can be stowed away anywhere. To be displayed by The Durkee Co. at the New York Show. Made by: DETROIT STAMPING CO., Marine Products Div., 350 S.

This fiberglass plastic molded Snipe is one of a number of boats produced by Stamm Boat Co.



STAMM FIBRE-JET BOATS are built to a number of popular one-design sailboat classes. One such is the Snipe, 15'6" o.a., which complete with sails sells at \$1259. The Stamm Fibre-Jet Class C inland lake scow (also built in wood) is one of the most popular inland lakes classes, a 20' o.a. craft with 215 ft. of sail, priced at \$1750 without sails. The Stamm Fibre-Jet X Class a 16' sloop. Other Stamm products are a DN-60 Class iceboat, and, in fiberglass, a 17' canoe, 9' dinghy and 12' outboard hull.

STAMM BOAT CO., Lake Nagawicka, Delafield, Wis.



One of the 32 trailers for boats from 12' to 26', with weight capacities from 200 to 10,000 lbs., available from LEON O. COX & SONS, Grifton, N.C. Features of Cox trailers include square-tubing frame for extra strength, hi-tensile steel axle, step fenders, full roller beds, snap-lock coupler and other details usually found on custom-built units. Priced from \$99.50 to \$795.00

11 NEW PARSON MODELS of their Lake 'n' Sea fiberglass boats are offered for 1959, the only 1958 model retained being their popular 15' Biscayne Runabout. The new line includes 12' and 14' fishing boats, 14', 16' and 18' utilities and runabouts, 16' and 18' semi-enclosed models and an 18' two-berth cruiser. The Parsons Lake 'n' Sea boats go strong for automotive type styling. They are molded of "aircraft-quality fiberglass," the makers say, and except for the fishing boats come equipped with wrap-around windshields, steering controls, hardware, etc.

LAKE & SEA DIV., PARSONS CORP., Traverse City, Mich.



The 14' Caribbean Runabout is typical of the Parsons Lake 'n' Sea line of molded outboard boats

FIBERGLAS SAILBOATS FROM 8' TO 40'

PROVED PERFORMANCE — BIG ECONOMY

one-piece hulls . . . molded-in colors . . . rugged construction



New lengthened cabin trunk provides brighter interior, full headroom in head and forward stateroom.



32' GALAXY SLOOP. More space than in any other sloop of her size. Her 10' beam provides stability and power to carry a large masthead rig, her sharp entry and long run assure speed. Ideal for comfortable cruising or racing. Full headroom in cabin, four large bunks. Sail area 501 sq. ft., draft 5' (modified 3½' draft centerboard version optional). Designed by W. H. Tripp Jr.



BLOCK ISLAND 40. Also designed by Bill Tripp, she took many racing honors in her first year of competition—Edlu Trophy, Edgartown Regatta, Annapolis Fall Series, Stamford-Vineyard Race, Narragansett Bay Championship, etc. Full headroom throughout, six berths, 11'9" beam. Draft 3'11" board up, 8'5" board down. Total sail area 752 sq. ft.



23' SEA SPRITE. Fast, stable, beautifully balanced. Designed by Carl Alberg. Available with either two or four bunks, for outboard or inboard power, with or without head, icebox and sink. Beam 7', draft 3', sail area 246 sq. ft.



SEA SPRITE, GALAXY, Block Island 40 available in various stages of construction. All sail boats have aluminum spars.

16' BB FALCON. One of the most popular day sailers offered. Perfect for family use, camps or club racing. Small cuddy cabin, built-in seats, dry, unsinkable. Easily trailerable. A fast-growing class.

12'8" BB SWAN (far right). Patterned after the well-known Beetle Cat. An excellent boat for beginners and junior sailing activities. Wide 6' beam makes her exceptionally stable and roomy.

12½' "TECH" DINGHY. Famous intercollegiate racer designed by M.I.T. Fast, simple to handle, built-in flotation. Hundreds in use.

10'8" BB GULL (far right). Can be sailed, rowed, used with small outboard motor. Also available in 8' size as BB Sailer. Ideal all-purpose boat.

INBOARD BOATS in 21' (as shown) and 24' lengths.

OUTBOARD BOATS in 12', 14' and 16' lengths.

DINGHIES in 8', 9' and 10' lengths.



WRITE FOR FREE LITERATURE

Please indicate boats that interest you.
Powerboats, Inboard and Outboard —
Small Sailboats and Dinghies—Sea Sprite
Sloop—Galaxy Sloop—Block Island 40.

VISIT US AT NATIONAL MOTOR BOAT SHOW IN N.Y.

AMERICAN BOATBUILDING CORP.

Beetle Boat Co., Inc.

EAST GREENWICH 3

RHODE ISLAND



The BOAT SHOW in Print



The Corsaire, an 18' family cruising sloop for \$2,000

AN 18-FT. CRUISING SLOOP is the French-built Corsaire, imported by the Nautica Corp. and offered here for under \$2,000. A keel-centerboarder with 16' w.l., 6'3" beam, she is said to sleep three adults, or two adults and two children, to be smart and maneuverable under sail, and to be built in quantity, of plywood, in France. Other French-built craft imported by Nautica are the Lanaverre 5-0-5, a noted racing dinghy class, for \$1,485; the 13½' Vaurien sloop, for \$495; and the 15'7" Flibustier for \$875.

NAUTICA CORP., Box 26, Paramus, N.J.

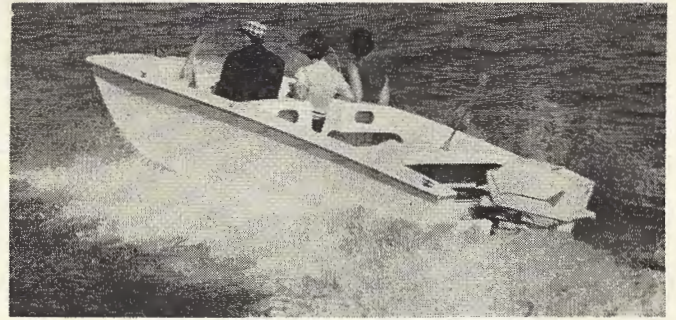


THE TELO CO., 1367 Vulcon St., El Cajon, Cal., turns out a number of useful items of gear for the sailor. One such is their Gyro-Windfeather for spar top mounting, said to give accurate wind direction at any angle of heel. It is precision built and a balance weight permits precise calibration. The vane is a red pheasant tail. Telo's Aer-Foil Fiberglass Sail Battens, of a tough, flexible fiberglass-and-resin formula are said not to break, warp, or splinter, come in 22", 33", 44" and 55" lengths.

HOOKE TO HOLD THINGS are a specialty of Wings Mfg. Co. Their Drink Rest loop-and-handle for glasses and beer cans can be hand-held or hooked over the cockpit coaming. Other Wings marine products are hooks to hold ring buoys, charts, boathooks, and antennas; a rod holder, and a plastic glass rack.

WINGS MFG. CO., Box 253, Clifton, N.J.

SINKO MFG. & TOOL CO., 7310 W. Wilson Ave., Chicago 31, Ill., makes this Sea Guard battery case out of Marlex, a rigid polyethylene said to be impervious to acids, salt air and corrosion. It is designed to hold all standard 6- and 12-v. batteries; comes with a hold-down strap



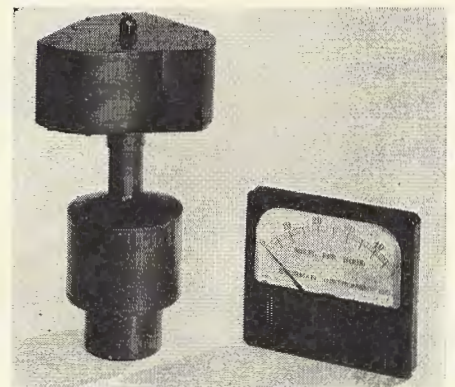
The Sea Sled, a fast boat of inverted-V bow design

SEA SLED REFINEMENTS FOR 1959 are reported by Sea Sled Industries, along with their new Model 15 fiberglass plastic 14' Sea Sled. Non-trip chines have been added to the larger Model 17 as well as the new inverted-V-bow boat. Transoms are designed for unlimited outboard horsepower, and are optionally 15" or 20" high.

The Model 15 Sea Sled is 14'2" o.a., 5'4" beam, weighs 450 lb.; the Model 17 is 15'11" long, 6' wide and weighs 550 lb. Safety features include sealed-in flotation chambers and self-bailing motor wells, in addition to increased buoyance at the chines which reduces rolling.

SEA SLED INDUSTRIES, INC., 3800 Dempster St., Skokie, Ill.

STURMAN INSTRUMENT CO., 2021-5 Ashland Ave., Baltimore 5, Md., offers this highly sensitive anemometer, said to read down to one mile or less. Two scales, 0-50 m.p.h. and 0-100 m.p.h., are switch-operated

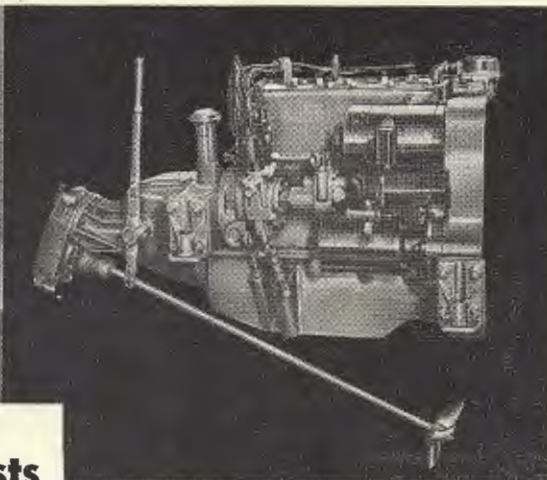


NEW SCOTCH-CRAFT MODELS have been added to this line of boats for the 1959 season. These include 20', 22' and 24', the latter two sizes said to sleep four. Scotch Craft range from 14' to 24' and cost up to \$2,400. They are of sheet plywood construction, and are available completed from the factory or in any desired stage of kit.

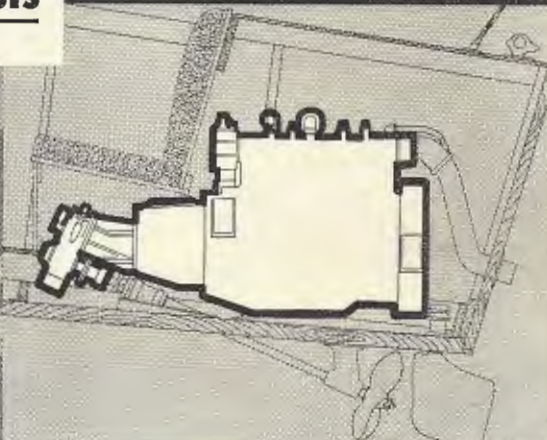
McNEIL MFG. CO., Red Springs, N.C.



WEATHERMAN SLIM-SIX portable transistor radio, available from L. T. LABS, 113 Pine St., Waukegan, Ill., has two bands, standard broadcast and the 200-400 kc weather band. Operated by four penlight batteries, this six-transistor set is 1½" thick and 3½" high, and is equipped with a built-in "Loopstick" antenna and an earphone jack. Priced at \$69.95



Step up pleasure... get down costs



You've seen all the boats designed for Aqua-Pak. Now thrill to it in your boat! The 70 h.p. model shown.

"Inboardize" with Aqua-Pak

Come over to the inboard pleasure class via Aqua-Pak—simplest, most sensible V-drive way to do it. Aqua-Pak is the smart, new idea in power that sharpens up boat appearance and performance. Just look:

- The V-drive wonder—perfect for boats 16 feet on up.
- Installs tight astern in space otherwise taken by outboard well or after deck.
- Full inboard engine has integral V-drive gear component.
- Four-cycle efficiency and smoothness—quiet, dependable.
- Amazingly low operating cost—saves half over outboards.

- No messy mixing of oil and gas.
- Swings the wheel size your boat should have.
- Free choice of four reduction gear ratios.
- Low r.p.m....long life.
- Big cubic-inch displacement...better load shouldering, better skiing speed.
- Years of trouble-free, tinker-free service.
- Original cost usually little more than equal outboard power.
- Fully equipped for salt water.
- Low center of gravity...greater boating safety.
- Push-button starting...big generator capacity.
- Compact size—modern engineering at its best.
- Choice of four sizes—30, 70, 105 and 155 H.P.

AQUA-PAK OR OTHERWISE, Universal has the model you want. Universal leads in top power for your money, top performance for your boat. New 1959 models have *bonus* power—Super-Six, 155 h.p....Master Six, 115 h.p....Explorer Six, 105 h.p....Unimite Four, 70 h.p....Super-Four, 55 h.p....Atomic Four, 30 h.p....Utility Four, 25 h.p....Blue Jacket, 12 h.p.



ELECTRIC POWER AND LIGHT PLANTS
MARINE ENGINES

EASTERN OFFICE AND WAREHOUSE
157 Chambers Street, New York 7, N.Y., Phone: Worth 4-5510

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Universal Motor Company
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Oshkosh, Wisconsin

- ☐ Send me details on Universal Aqua-Pak models.
☐ Literature on complete line.
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Name.....

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City.....

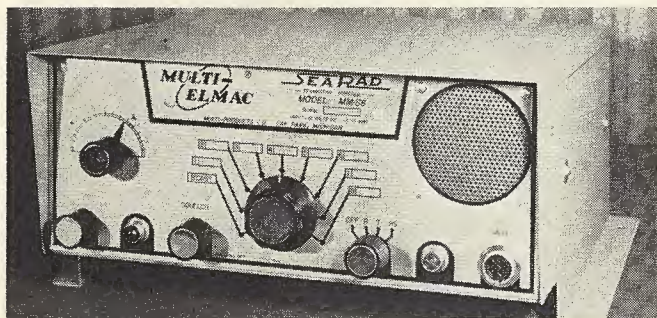
Zone.....

State.....

See the 1959 Universal models at the New York Motor Boat Show!



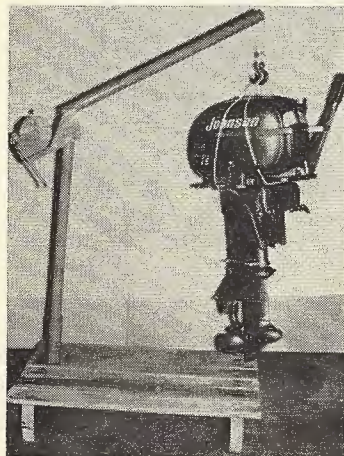
The BOAT SHOW in Print



New Multi-Elmac "Sea-Rad" MM-88 radiotelephone has an adjustable mounting bracket, for installation on either a horizontal or vertical surface

THE SEA-RAD MM-88 RADIOTELEPHONE is the latest addition to the line of equipment offered by Multi-Products Co. of Oak Park, Mich. In addition to 8 crystal-controlled channels, this new set has a standard broadcast band, and is rated at 80-watts input. No vibrators or dynamotors are used in the unit, high voltage for the transmitter being supplied by a transistor inverter. Transistors are also used in the receiver station, which features an adjustable squelch control and noise limiter. The entire unit is housed in one cabinet, 6" x 14 3/8" x 14 1/2".

MULTI-PRODUCTS CO., 21470 Coolidge Highway, Oak Park, 37, Mich.



THE THERN MACHINE CO., 3760 West Fourth St., Winona, Minn., offers a number of items of equipment. The Thern Portable Folding Dock Davit makes easy work of lifting the largest outboards on and off docked boats. It will lift 300 lb. swings a full circle, steps in a standard 2" pipe bracket, and weighs only 23 lb. The Thern Model 50-W Reel Winch will handle 190' of 1/8" cable or 30' of 3/8" rope; is said to pull 500 lb.

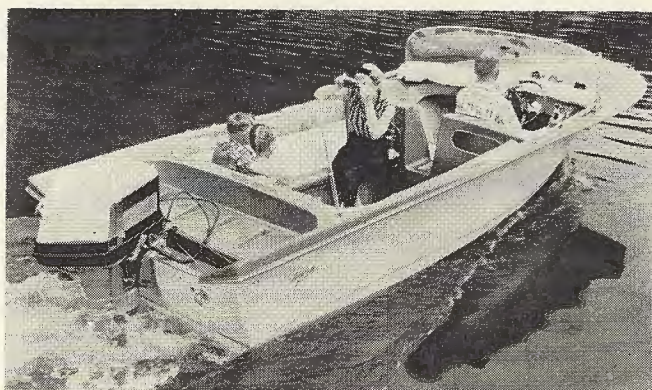
CROWN WRAPAROUND BOAT SHIELD features all-around extruded aluminum framing. According to the manufacturer, Crown Plastics, this new development provides a rigid, one-piece assembly which permits easier, faster installation and simplifies boat construction. The base section of the shield is fitted with white vinyl gasketing. Plexiglas or safety glass shield is held in place by hidden, self-locking clips.

CROWN PLASTICS, INC., 224 Mississippi St., San Francisco, Cal.

NOVEL OUTBOARD TACHOMETER. The new Safety-Tack outboard motor tachometer instantly warns of water pump clogging or failure. It works off water pump pressure to give accurate r.p.m. readings.

Two models are available: one for motors without thermostats, the other for those with thermostats.

ROBINSON MARINE, P.O. Box 204, Evansville, Ind.



The TOMAHAWK BOAT MFG. CO., of Tomahawk, Wis., molds a diversified line of fiberglass-reinforced plastic boats, fitting the requirements of a wide range of families. Above is the 18 1/2' Sea Mate, a family boat with a lot of room, certified for a 1345-lb. load and 80 hp. The 12' Car Mate (below) is an easily transported (120-lb.) fishing and general knock-around open boat that will safely carry 496 lb. and use outboard power up to 15 hp.



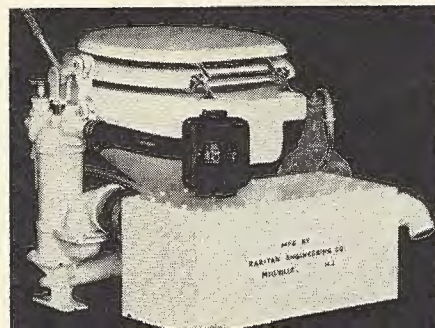
LIFE SAVING EQUIPMENT by Swan Products includes Coast Guard approved buoyant vests and boat cushions as well as non-regulation swim vests, ski life jackets and belts. Prices run from \$3.40 to \$6.80. A signal flag design decorates the 1959 Swan line.

SWAN PRODUCTS CO., 145-92 228th St., Springfield Gardens, N.Y.

THE RARITAN ELECTRO-CHEMICAL CHLORINATOR reduces waste matter discharged by marine toilets into clean, inoffensive liquid in 30 to 45 seconds. Utilizing a dual process, as the name indicates, it first churns the discharge into minute particles, then puts it through a compartment where the treatment is completed by any common disinfectant with at least 5% sodium hypochlorite. The unit in which this dual action takes place is only 7 1/2" by 7 1/2" by 14" and is easily installed close to the toilet itself.

Not only for aesthetic reasons but because laws in some areas already have, and in others doubtless soon will be passed barring the use of ordinary marine pump toilets in harbors and marinas, such a piece of equipment will commend itself to a great many boat owners.

RARITAN ENGINEERING CO., Millville, N.J.



The Raritan Electro-Chemical Chlorinator is easily installed



The Marinette 28-footer is a fast houseboat-cruiser

THE MARINETTE HOUSEBOAT-CRUISER, a 28-footer built by the Marine Div. of Falls City Flying Service, has a cruiser-type V-section hull and is available in either an inboard version (with 70-hp. Gray) at \$6,995, or outboard at \$5495. Speed is quoted at 18 m.p.h. with the inboard or 20 m.p.h. with two 35-hp outboards.

The Marinette is of an aluminum alloy said to be corrosion resistant and high in strength. Hulls are quarter-inch plate, welded, cabin of stressed skin construction, lined with glass fiber insulation.

The Marinette sleeps four and has a modern galley and toilet, ample stowage space and 6'3" headroom. With a beam of only eight feet, and its light weight, the Marinette lends itself handily to trailer transportation from one cruising ground to another.

FALLS CITY FLYING SERVICE (Marine Div.), Standiford Field, Louisville 13, Ky.



Two transistor radio models are made by the CAS MFG. CO., P.O. Box 53, Mineral Wells, Tex. The Marine 88 features broadcast band only; the Marine 88m includes broadcast, marine and 80-meter bands. Operating on a self-contained battery or the 12-volt boat system, the receivers may be mounted on the panel of a boat, or used as a hand portable with an external battery harness. It weighs 1½ pounds, is 8" x 4½" x 1¾", and is priced at \$59.95 for the 88 and \$69.95 for the 88m



Su-Mark Matador, 16½' hydro sled is designed for lift and speed

19-FOOT OCEANIC Fish 'N Ski is the newest addition to the line of Su-Mark fiberglass boats available from Su-Mark, Inc. Other boats offered by this firm include a 16' Matador, two 15' models of the Gull, and several small boats of dinghy or sailing types. Prices on these craft start at \$129.50 up to \$1744.50 for the Oceanic.

SU-MARK, INC., Stone St., Walpole, Mass.

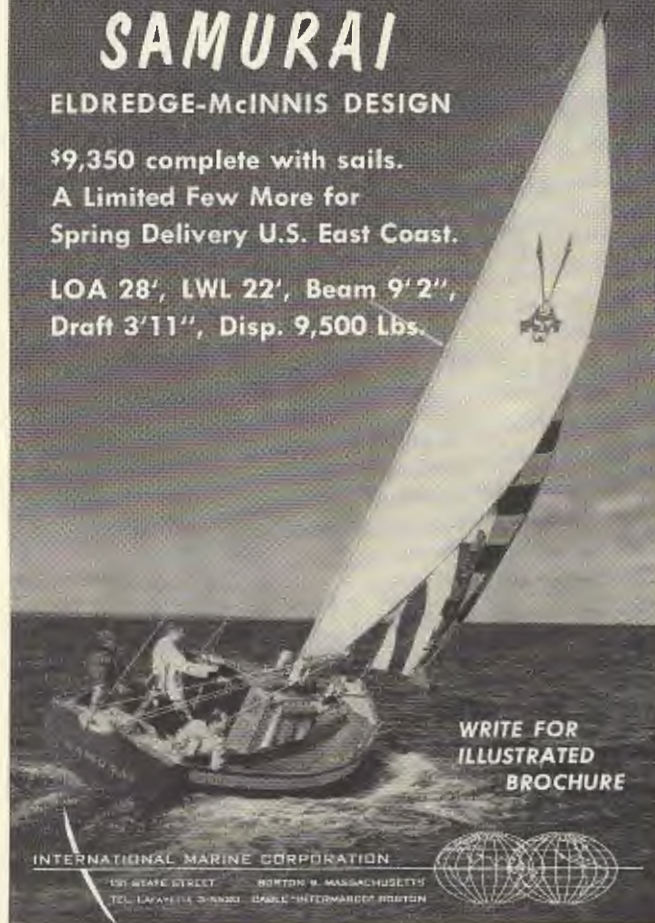
SAMURAI

ELDREDGE-McINNIS DESIGN

\$9,350 complete with sails.

A Limited Few More for
Spring Delivery U.S. East Coast.

LOA 28', LWL 22', Beam 9' 2",
Draft 3' 11", Disp. 9,500 Lbs.



BEAUTIFY AND PROTECT YOUR CRAFT

with

NAUTILUS

MARINE FINISHES

in white and marine-approved colors

Designed to withstand salt, fresh water, sun and temperature changes . . . for use on canoes, row boats, inboard and outboard motor boats, sail boats, yachts and cruisers . . . finish not affected by gas, heat or engine fumes . . . easy to apply.

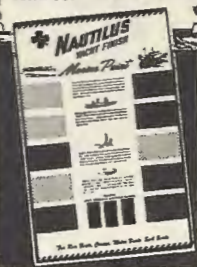


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The BOAT SHOW in Print



The Dorsett 19' Santa Cruz runabout is Iso-Glas molded

DORSETT PLASTICS CORP. is featuring the designing of Raymond Loewy Associates in its 1959 line of 12 Iso-Glas molded boats, which includes open and cabin craft from approximately 14' to 21' long. One of the larger boats in the Dorsett fleet is the 19' Santa Cruz runabout, features of which, the builders say, include "functional styling," storage compartments, vinyl covered foam rubber upholstered seats, unusual cockpit depth, running lights, factory-installed steering and a built-in 18-gal. gasoline tank. Six sporty colors are available, with two-tone trim.

DORSETT PLASTICS CORP., 1955 Lafayette St., Santa Clara, Cal.

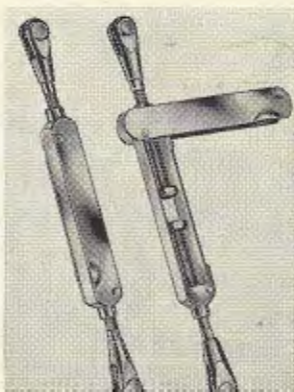


The 19'6" Minuet Class keel sloop, which sleeps three persons and has oak frames, mahogany planking and stainless rigging, is imported from England by **HARRISON FARRELL, N.A.**, 24 Carman St., Massapequa, N.Y.

HANDY LOCK TURNBUCKLES, introduced to the sailing world a year ago, are proving very popular, maker C. Sherman Johnson Co. says. These turnbuckles eliminate cotter pins, check nuts, and wire; will not foul sails or lines, and the hinged integral handle facilitates stay tension adjustment, even during a race. It is available in quarter-inch size and in jaw-and-jaw or jaw-and-swaged end style.

A new product by Johnson is the Handy Lock Quick Release Pin, which has no cotterpin or trick lock to fumble with and is suitable for turnbuckle clevis pins, and other uses.

C. SHERMAN JOHNSON CO., Fern Lane, Middle Haddam, Conn.



The Handy Lock Turnbuckle has no projections to snag sails or rope. Its hinged handle, which locks it, also serves to make quick tension adjustments

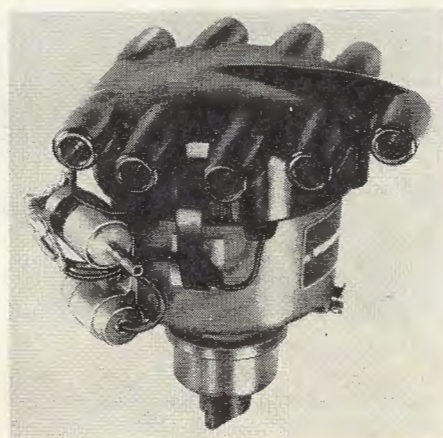
THE NORWEGIAN-BUILT FERIA, imported here by Harling and Ringstad in addition to the 36' Hankosloop they have previously been bringing into U.S. waters, is a four-berth auxiliary sloop 28' x 22'6" x 7'10" x 4'11" with mahogany planking and American Dacron sails, priced at \$9,500, FOB New York. Harling and Ringstad also represent Sangermani, Italian custom yacht building yard.

HARLING & RINGSTAD, 212 Natick St., Staten Island 6, N.Y.



Harling & Ringstad import the 36' Hankosloop for \$18,000

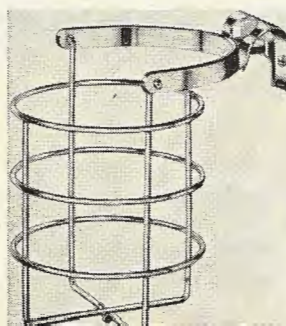
MALLORY MARINE IGNITION GEAR includes a coil and a distributor of new design and construction. The Mallory Ignition Coil has its coil winding permanently insulated under vacuum using a polyester compound for insulation. Advantages claimed for this coil by its makers, over older type coils that are oil- or tar-filled, are that it is explosion-proof, will dissipate heat faster, and has superior insulation and voltage output characteristics.



A Mallory Distributor for an 8-cyl. marine engine

Mallory Distributors are for V8 marine engines where requirements are more exacting than for automobile use, due to running under constant high load, and are said to hold the advance curve within two degrees through the r.p.m. range of the engine. They are also made in smaller sizes and in designs to aid in saving space in engine installations. Some of them incorporate the tachometer drive with the distributor.

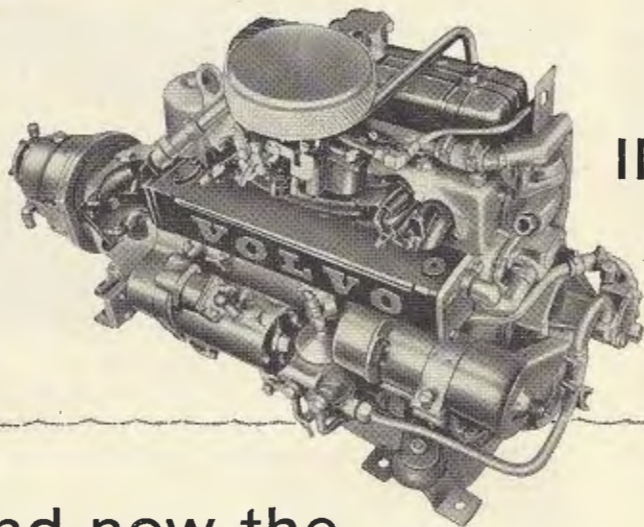
MALLORY ELECTRIC CORP., 12416 Cloverdale Ave., Detroit 4, Mich.



To keep your drink from spilling, however far she rolls, is the "Bar-Boy" metal basket which swivels on a permanently mounted clip from the rail or bulkhead. **ALADDIN LABORATORIES**, 620 South Eighth St., Minne-



From Sweden came the **VOLVO...**



Masterpiece of
INBOARD POWER

And now the

VOLVO AQUAMATIC

80 HP outboard performance with new inboard TRANS-MOUNT

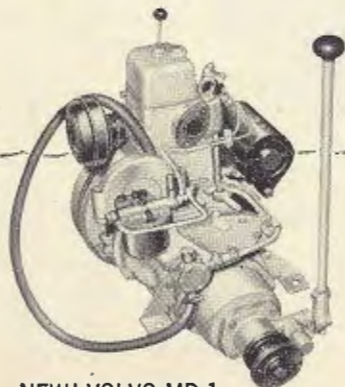
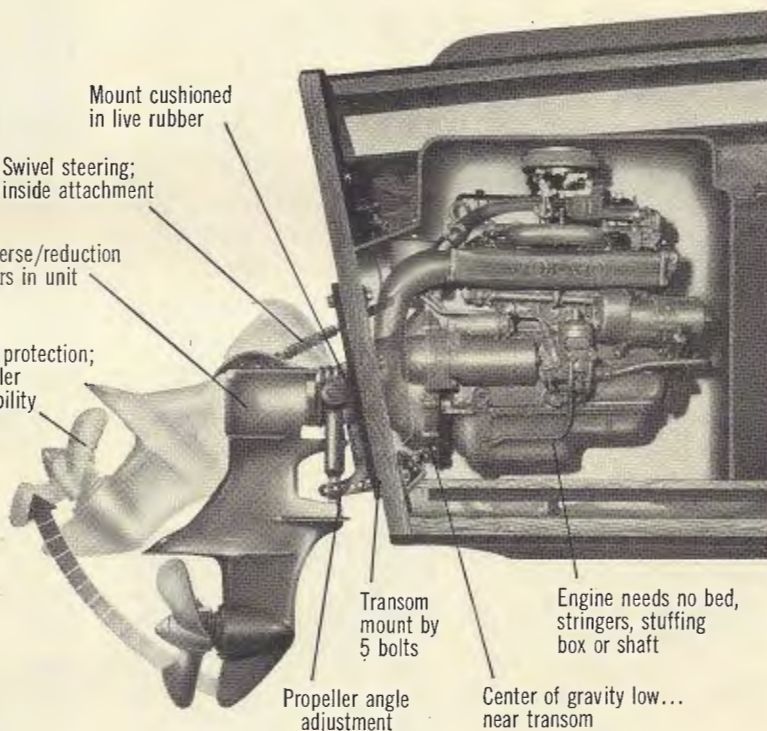
Sweden's famed 4-cycle marine engine linked to high-efficiency transom drive

There's a new performance now for outboard-type boats . . . more fun coming up for owners. Famed for operating hour after hour at sustained high speeds with economy, this Volvo is now engineered into a balanced power package. Here's outboard pep, with inboard safety! Here's 4-cycle smoothness . . . quietness. Here's dependability proven in North Sea storms; here's Swedish craftsmanship in high-efficiency performance on salt or fresh water.

New Volvo AQUAMATIC POWER matches outboard speed at 1/3 the fuel cost

Engine and drive with reverse-reduction gears are mounted in counterbalance on transom. Transom has full height safety; no extra well needed. In actual tests, Aquamatic fuel costs averaged only 67¢ an hour versus \$2.15 for conventional outboard power. And no messy oil mixing. Inboard quiet, inboard safety, with tilt protection in water, tilt convenience for beaching and trailer hauling.

Mount cushioned in live rubber
Swivel steering; inside attachment
Reverse/reduction gears in unit
Tilt protection; trailer mobility



NEW! VOLVO MD-1
5 HP 1-cylinder Auxiliary Diesel

FREE: Write for new folders with Aquamatic details, specifications, diagrams. Complete data for boat builders, owners.

**See the fine line of Volvo Engines
...at the NEW YORK BOAT SHOW**

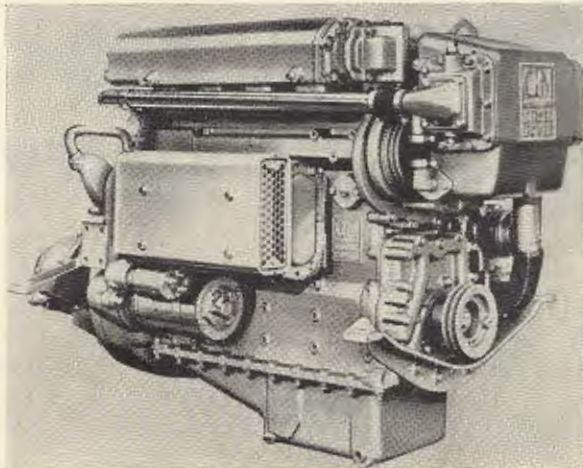


**Volvo Aquamatic — Volvo Inboards
Volvo Diesels 5-220 HP**

VOLVO IMPORT, INC.
Marine Engine Division, 452 Hudson Terrace
Englewood Cliffs, New Jersey



The BOAT SHOW in Print



One of the new, small, lightweight series 53 GM Diesels

EIGHT NEW DETROIT DIESEL ENGINES have been added to the existing line of Series 71 and 110 engines offered by this division of General Motors Corp. The new "V" and "in-line" models, featuring compactness and light weight, extend Detroit Diesel's power range to cover 20 to 1650 hp. The favorable characteristics of two-cycle design are maintained throughout and with only three basic cylinder sizes in the line there is a high degree of part interchangeability.

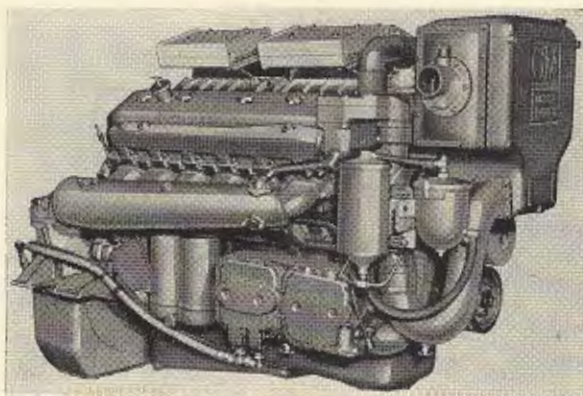
For small craft an entirely new 53 series has been introduced. Although strongly resembling the 71 series, they are smaller and lighter with a piston displacement per cylinder of 53 cu. in. and a bore and stroke of 3 1/4 in. by 4 1/2 in. This compares with 71 cu. in. and 4 1/2 in. by 5 in., respectively, in Series 71 engines. The 53's feature small size and light weight relative to their horsepower. They are built in 2-, 3- and 4-cylinder "in-line" models and a 6-cylinder "V" version. Their power ratings vary from 20 to 195 hp. and their basic weights from 740 to 1340 lb. The 53's are said to be capable of outstanding performance and cruising range.

Additions to the familiar 71 series bring to eight the number of basic engines available in this cylinder size with power ratings ranging from 33 to 675 hp. When turbocharged or assembled as multiple units the maximum power available is boosted to 1650 hp.

New Series 71 engines are all "Vs"—in 6-, 8-, 12- and 16-cylinder models. They offer a low and compact configuration. Maximum interchangeability of parts between "V" and "in-line" models has been maintained.

On exhibit at the New York Boat Show will be "53" models of 97 and 130 hp., three "V-71" models rated at 334, 504 and 675 hp., and five in-line, inclined and turbocharged engines representing the "71" and "110" series.

DETROIT DIESEL ENGINE DIV., GENERAL MOTORS CORP., 13400 W. Outer Drive, Detroit 28, Mich.



Self-contained battery operates the Ranger Model 354 radio direction finder. Transistor design prolongs battery life



RAYTHEON INTRODUCES A DOZEN new electronic products, including two depth sounders, five radiotelephones, a five-channel monitor, and two radio direction finders. Leading the line of Fathometer® depth sounders is the DE-705 "Explorer," a recording-type instrument which graphs soundings from 0 to 120-feet. This sounder can chart 60 hours of continuous operation on each paper roll, and the tilting mount enables operator to view the instrument easily and also permits installation on shelf, bulkhead or overhead. Priced at \$255.00.



Explorer Model DE-705 Recording Fathometer

A radiotelephone designed especially for outboards is another offering from Raytheon. The new phone is engineered for easy removal so it can be taken ashore as necessary. Called the RAY-11, it has an input power of 20 watts, operates from 12 volts, and has three pre-tuned channels, plus the broadcast band. Also available is the more powerful RAY-19, 30-watt, 5-channel unit. Both of these units have transistorized circuits.

Transistorized circuitry is incorporated also in the CM-5 Channel Monitor, pretuned to the universal calling frequency and four others appropriate for the boat's usual operating area.

Raytheon's new direction finders are designed for use on beacon, marine and broadcast bands reception, and in addition, have 8 crystal-controlled channels for 2 to 4.75 m.c. reception.

RAYTHEON MFG. CO., 103 River St., Waltham, Mass.



Raytheon RAY-23 5-channel, 42-watt radiotelephone for 6 or 12-volt power, at \$369.50

THE ADIRONDACK GUIDE BOAT built by Allcock Mfg. Co., is a historic American type of small boat, famous for its speed and ease of rowing and suitable also for small outboards, reproduced in fiberglass reinforced plastic construction. In addition to the 13' and 16' Guide Boats, Allcock has added an 8'3" o.a. round-bowed dinghy to its output for 1959.

ALLCOCK MFG. CO., Ossining, N.Y.

The Sperry Top-Sider non-slip rubber sole (above) is now available on a men's loafer type shoe with canvas uppers (below)



A TOP-SIDER CANVAS LOAFER for men is a new addition to the Sperry line of slip-proof deck footwear for the yachtsman. It is a male companion to the Top-Sider pump for ladies introduced in 1957. The Loafer, in blue and white canvas, is light, flexible, and has a flat sole for greater stability. It can be slipped on or kicked off quickly, yet hugs the foot comfortably with its Lastex gore.

Another Top-Sider innovation for 1959 is a new brown color in the men's leather Oxford, said to take less effort to keep looking trim than the previously used leather.

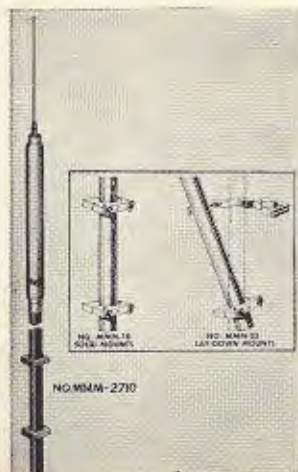
The Top-Sider sole, which grips safely on wet, heeling decks in all weathers, is furnished on a great variety of shoe styles in canvas and leather, and also in over-the-shoe and over-the-sock types of rubber boots.

Other Topsider products for bad weather are Foul Weather Suits made in Indian orange color, approved by the Coast Guard for maximum visibility in the water, and in faded blue. The Off Shore Top-Sider jacket and trousers designed for extreme tough seagoing, are also available.

SPERRY TOP-SIDER FOOTWEAR, Box 338, Naugatuck, Conn.



Weldwood Royal Marine Grid Pattern Permaply is a new non-skid decking material, consisting of exterior grade Douglas Fir Plywood to the surface of which is fused a high-density combination of fiber and phenolic resins, with a finely textured non-skid pattern embossed on it during the fusing process. It is said to be inexpensive, wear-resistant, waterproof. It comes in buff and black. Write to Nancy Stuart, UNITED STATES PLYWOOD CORP., 55 W. 44th St., New York 36, N.Y.



"Master Marine Marvel" is one of several marine antennas available from MASTER MOBILE MOUNTS, INC., 1306 Bond St., Los Angeles 15, Calif. Designed for marine use, this antenna is 10½' long with an 18" center-loaded plastic-coated coil. Mounts are solid phenolic. Priced at \$29.95



"CUPPED DYNA-JET"
9" thru 15" Diameters

PROPELLERS THAT DOUBLE BOATING PLEASURE!

INBOARD SUPER SPEED WHEEL

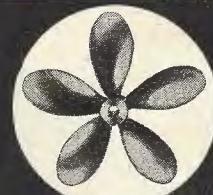
that has found thousands of enthusiastic owners since introduced only a little more than a year ago is the MICHIGAN "CUPPED DYNA-JET." It involves an entirely different principle of propeller design that makes it by long odds the world's fastest stock propeller for fast bottom runabouts having engines of 135 HP or greater, turning 3400 or more RPM. Cast of Ni-Bral, it will take all the power you can give it without distortion. If it's fun for you to be out ahead, this wheel will give you a lot of it.

ALL-PURPOSE BEST PERFORMER

is the standard "DYNA-JET." It will give you the best speed of which your craft is capable and fine all around performance.

SMOOTHEST CRUISER

is the 5-blade MICHIGAN STAR. It completely eliminates the stern rumble and vibration which no 3 or 4 blade wheel can cure. Cast of Ni-Bral it is so strong blade fracture is virtually unknown.



"MICHIGAN STAR"
18" thru 72" Diameters

OUTBOARD WHEELS that provide MORE SPEED, BETTER SKIING OR BETTER CRUISING



OUTBOARD PROP OF NI-BRAL
FOR LARGE MOTORS — PRACTICALLY INDESTRUCTIBLE.

than can be obtained with the original all-purpose wheel. Write for your FREE copy of our 1959 OUTBOARD CATALOG containing expert propeller recommendations for all 1959 motors as well as all previous models, much helpful boating data and a fine line of boating accessories.



AQUA-JET SPEED WHEEL



1959
OUTBOARD
CATALOG

SEE THEM AT THE NATIONAL BOAT SHOWS
MICHIGAN WHEEL COMPANY
GRAND RAPIDS 2, MICHIGAN



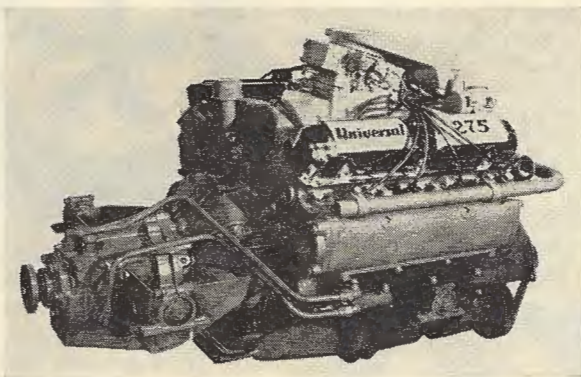
The BOAT SHOW in Print



Heathkit power converter Model PC-1 permits operation of home-type electrical equipment from the boat's 12-volt system

HEATHKIT POWER CONVERTER makes it possible for the boat owner to build his own power converter to give him the convenience of home electricity on his boat. The PC-1 converter from the Heath Co., changes direct current of the boat battery into 60-cycle AC current, such as used in household circuits. A fuse prevents operation into a load too large for the power converter and protects the transistors from excessive heat. Circuit filtering is designed to protect the transistors and to eliminate radio or television interference. The unit measures 10" x 4½" x 4¾", and weighs 8 lbs. Price \$24.95.

Another popular Heath instrument is in electronic tachometer kit operating directly from a gas engine spark impulse. **HEATH CO., Subsid. Daystrom, Inc., Benton Harbor, Mich.**



New Norseman 275-hp. V-8 by Universal

UNIVERSAL ANNOUNCES NORSEMAN V-8. A recently-introduced Norseman 275-hp. V-8 boasts full performance on economical "regular" gasoline. Further economy is attributed to its use of a single carburetor.

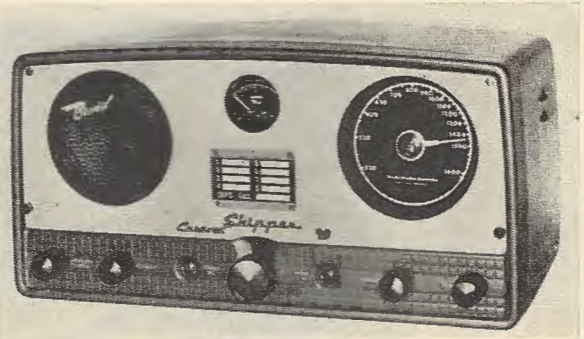
This "V-King" model weighs but 939 lb. in the direct drive version, has a piston displacement of 430 cu. in., a 7.5/1 compression ratio and a rated peak of 3600 r.p.m. Its overall length is 46½ in.

Rubber cylinder-type mountings provide self-alignment and lateral adjustment. The new Norseman model is equipped with Warner "Velvet Drive" reverse gear. Reduction ratios of 1.5/1 and 2/1 are available.

UNIVERSAL MOTOR CO., 312 Universal Drive, Oshkosh, Wis.

STAY-TITE NEOPRENE CAULKING COMPOUND is prepared for seams, bedding and other purposes around a boat where an adhesive, waterproof seal is required. It can be applied by putty knife or caulking gun to dry or damp surfaces and is adhesive to wood, metal and glass. It is available in black, white or gray.

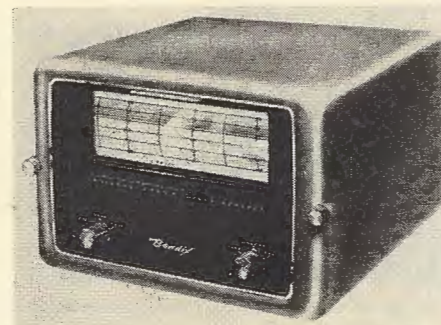
STAY-TITE PRODUCTS CO., 9400 Steinway Ave., Cleveland



New Skipper 90 8-channel radiotelephone has remote control and broadcast band reception

NINE BENDIX PRODUCTS for marine communication and navigation are introduced for 1959, bringing to 30 the number of pieces of equipment available from Bendix-Marine. Recommended by the manufacturer for smaller boats are the DI-5 Depth Indicator, the Skipper 202 Radiotelephone, and the Navigator 440 Direction Finder. The DI-5 depth Indicator uses transistors, and has a graduated dial to 240 feet or 40 fathoms. It can be bulkhead mounted, placed on a shelf, or hung overhead. A choice of transducers meets various installation requirements.

The new Skipper 202 20-watt Radiotelephone features transistor circuitry, has 5 crystal-controlled channels and a broadcast band, and comes as a complete package with antenna, crystals, microphone and connecting cables. Increased sensitivity is claimed for the Navigator 440 Direction Finder, which has a new 9" plug-in loop. A ferrite stick loop is available also. Other features are 3-band operation, null meter and sense bearing.



New Bendix Depth Recorders feature wider recording paper, sweep action stylus and new case design

For larger boats, Bendix offers two Depth Recorders and a new 90-watt Radiotelephone.

In the Auto Pilot field, the Helmsman 14 features increased sensitivity through a new type compass card, pivot and magnet system, and is said to steer more closely than former models. The line is completed with a short-range Radar, Model MR-3S.

BENDIX-PACIFIC DIV., Bendix Aviation Corp., 8211 Lankershim Blvd., N. Hollywood, Calif.



Designed for small boats, the Skipper 202 is transistorized

Ludership Means Leadership

VISIT US IN BOOTH B-29 AT THE SHOW

DESIGN



DURING HALF A CENTURY, LUDERS HAS DESIGNED MANY OF AMERICA'S MOST DISTINGUISHED YACHTS AND ACHIEVED A REPUTATION FOR ADVANCED CONCEPTIONS AND BEAUTY OF LINE. THIS TALENT IS AT YOUR SERVICE.

CONSTRUCTION



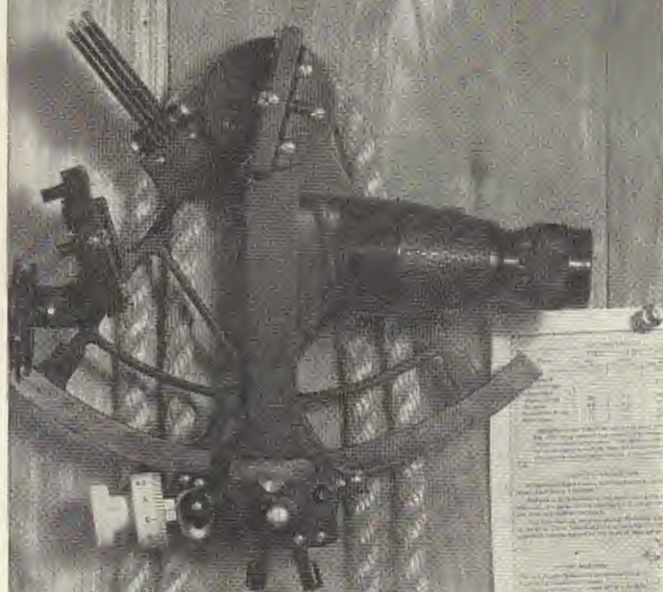
EXPERIENCE IN BUILDING 1,000 HULLS — IN WOOD, MOLDED PLYWOOD, FIBERGLAS, AND STEEL, UP TO 200 FEET — HAS ESTABLISHED FOR LUDERS AN UNEXCELLED KNOW-HOW IN MATERIAL SELECTION AND CONSTRUCTION TECHNIQS. THIS KNOW-HOW IS AVAILABLE TO YOU.

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EVERY FACILITY FOR FIRST-CLASS CARE AND REPAIR OF YOUR YACHT IS AT YOUR COMMAND AT:

Yachtsmen...



Steering A Southerly Course?

When in Miami, visit Merrill-Stevens, largest and most complete yachting facilities in the South.

Five big convenient yards located throughout the metropolitan area... all ready to serve you with a particular brand of craftsmanship and... storage, supplies, and equipment to outfit any boat up to 1,000 tons.

See Brokerage adv. in classified section



For quickest reply service, please address all inquiries to:

Merrill-Stevens

DRY DOCK COMPANY
P. O. Box 1980, Miami 11, Florida

Sextant — courtesy of Florida Precision Instrument Corp.

The BOAT SHOW in Print



Model DF 1033
Bludworth all-transistor direction finder has three-band operation

NEW BLUDWORTH MARINE PRODUCTS include portable, all-transistor direction finder, utility depth indicator, portable, self-powered radiotelephone with built-in antenna, and an automatic pilot for fishing vessels and larger yachts. According to Bludworth Marine, the new Positioner three-band direction finder, model DF 1033, is easily held in one hand and comes complete with a Ferro-Power loop antenna and magnetic compass. The self-contained instrument weighs less than four pounds, and is 10" high and 3" square, with a 7½" wide loop. It provides visual meter and aural null bearings covering frequency ranges 200-400 and 500-3500 kcs. With batteries, \$115.

The all-transistor, utility Depth Indicator, ES 134, is a self-contained unit, 8" x 9" x 3", and weighs 6½ lb. complete with transducer for keel or outboard mounting. Depth readings can be made with this unit from 3' to 100', and bright depth indications are assured, according to the supplier. The ES 134 uses four 1½" volt flashlight batteries, or an external battery source. Price \$110.

A portable, self-powered Radiotelephone Transceiver, BRT-1087, has a built-in antenna, is fully transistorized, and is powered by a miniature nickel-cadmium battery. Suitable for use in emergencies in small boats, lifeboats, etc., this new equipment has a one-channel frequency range selectable from 2 to 3.5 mc.

BLUDWORTH MARINE, Div. of Kearfott Co., Inc., 1500 Main Ave., Clifton, N.J.



New portable utility Depth Indicator uses flashlight batteries

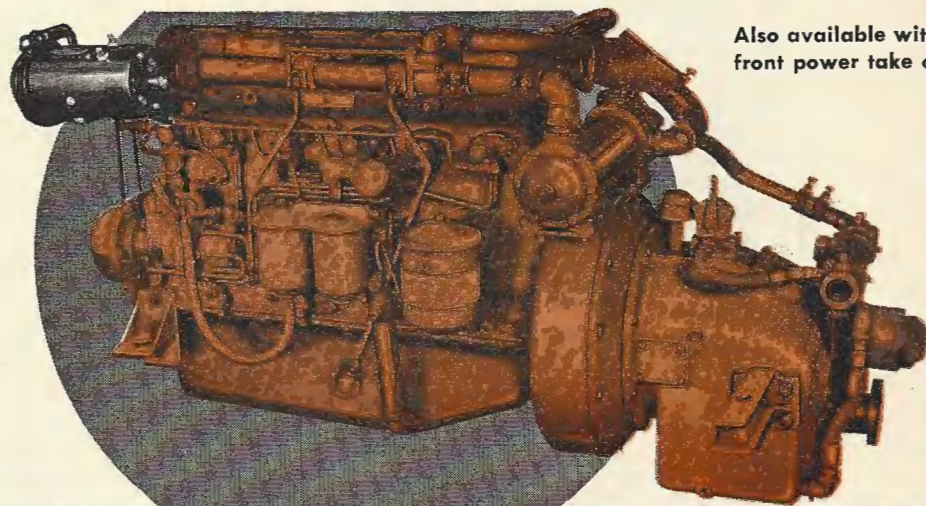
ANTI-FOULING FRESH WATER BOTTOM PAINT is a new product of the Dolphin Paint & Varnish Co., formulated in a joint project with the Marine Laboratories of the Univ. of Miami. Copperpac 3, a companion product to the salt water paint similarly developed two years ago, prevents fouling in fresh water for a full season, the Dolphin people say. It is applied over wood, plywood or fiberglass without thinners or special solvents.

Dolphin has also made more of its products—enamels, lacquers, varnishes, cleaners, paint and varnish removers and matching outboard motor and trailer original colors—available in the popular 16.4-oz. push-button spray cans.

now! **YOU can have DIESEL POWER**

that outperforms many
Marine Gasoline Engines
of 115 to 150 HP

YET weighs less than
a thousand pounds



Also available with
front power take off.

... with the **Allis-Chalmers 273**

Power Queen of the Sea!



The modern diesel for boats in the 30 to 40-ft class
Powerful, Quiet, Clean-Running, Safe

Now you can have the reliability, endurance and safety of diesel power, *without* excessive weight, vibration or cost — in the modern Allis-Chalmers D-273. Its performance will amaze you! It will operate for days at slow speeds without fouling, yet respond with flashing speed at a touch of the throttle. Owners say that at *any* speed it is exceptionally quiet, vibrationless and free from objectionable odors.

The D-273's ruggedness, dependability and safety give you complete peace of mind. Its compactness saves you space, its low fuel cost saves you money. Whether you are repowering or specifying an engine for any type of boat in the 30 to 40-ft class, now is the time to *go modern, go diesel* — with the popular D-273. See your Allis-Chalmers marine engine dealer — or send the coupon for complete information.

*For a new concept in
Marine Diesel Power...*

**MAIL
THIS
COUPON
TODAY**

ALLIS-CHALMERS,
Milwaukee 1, Wisconsin

YES! Send me more details
on the D-273 Marine Diesel.

My boat's present power is

Length Beam

Propeller Size RPM Red. Ratio.....

Name

Address

City State

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POWER FOR A GROWING WORLD



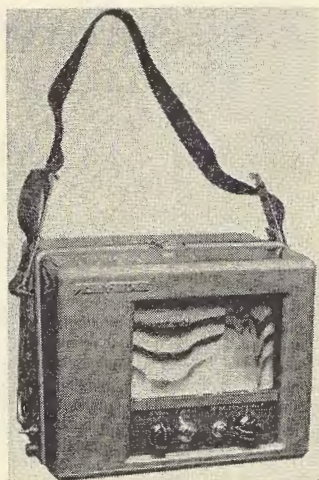


The BOAT SHOW in Print



The "Portaguide," a combination three-band portable radio-direction finder, is one of the new products from RADIO CORP. OF AMERICA, 30 Rockefeller Plaza, New York 20, N. Y. Use of transistors is said to reduce power consumption to a minimum, and to give approximately 400 hours of service from the self-contained batteries. Other features include a new constant-tone oscillator, a sloping front panel to provide better visibility of controls, and light (11 lb.) weight

Also new from RCA is a semi-portable ultrasonic fish finder, which weighs 22 pounds, and is designed to not only locate fish, but also show depth, bottom detail, and underwater obstructions. The new unit is of the recorder type, and can use any 6, 12, or 32-volt power supply

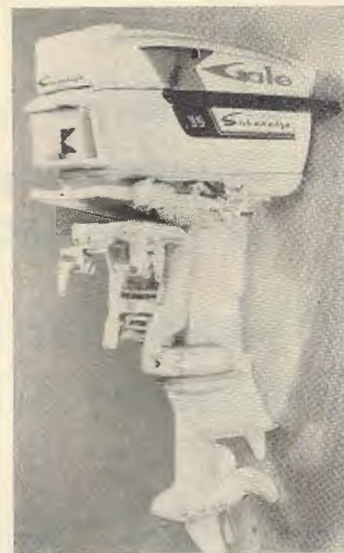


RCA also enters the portable-horn field with its new Portahorn, a transistorized unit that may be used as a portable fog-horn megaphone, public-address system, or for phone-jack connection to a record player or tape recorder for shipboard entertainment

NEW BOW LIGHT BY K-S. New, of die-cast construction in modern design is the K-S No. 44 combination bow light. It is designed for maximum strength and durability and has corrosion-resistant triple chrome plate. Hi-line raised rib lens and easy rebulbing are additional features. Overall height is 2 1/4 in. while the matching flagpole is 12 1/4 in. long.

The 1959 season catalog describes and illustrates the K-S Marine line of lamps and accessories for outboards, runabouts

New 35-hp. Gale Sovereign



GALE OFFERS SEVEN OUTBOARD MODELS. The 1959 Gale Products line is headed by a new Sovereign 35, finished in spray white, trimmed in black and accented by chrome.

The new line features styling and engineering changes. Among the latter are a new magneto for better starting and running and an improved top-to-bottom silencing system.

The new 35-hp. Sovereign has electric starting and hidden controls. A rope-starting companion is known as the 35-hp. Buccaneer.

Other Buccaneer models include an electric starting 25-hp. motor, a rope-starting "25," and 12-, 5- and 3-hp. units. The 12-hp., 25-hp. and 35-hp. models are readily adapted to remote controls. On the two largest sizes, there are available an operating lock mechanism which holds the motor in position while docking or beaching and a trail lock to secure the motor in tilted position for trailering.

GALE PRODUCTS DIV., OUTBOARD MARINE CORP., Galesburg, Ill.



Gale-Buccaneer 3-hp. motor

BOAT COVERS AND CANOPIES of Campbel-Lon, a white, coated, laminated nylon fabric are made by the Campbell Mfg. Co., which states that they will not stretch, shrink, rot, or mildew or become sticky with heat, and are easily wiped clean. The Delux Neptune canopy, with chrome-plated brass fittings, costs \$59.95. Stormking Delux boat covers sell at from \$42.35 to \$59.68, for 14' to 17' boats, with and without zip-on motor covers.

The boat of your dreams

Silhouette Mark II

Length overall 17' 8"
Beam 6' 7"
Displacement 1100 lbs.
Length Waterline 12' 6"
Draft 2' 8" fin keel
1' 8" bilge keels
Sail Area 120 sq. ft.

\$1987...

duty-paid-
delivered ex pier any Atlantic or Gulf port;
Great Lakes, Pacific ports, add \$50

BRITISH
BUILT

Silhouette Mark II De Luxe Auxiliary, first introduced in January, comes installed with 5 hp. air-cooled Vincent-inboard engine, bilge pump, running and cabin lights, cockpit cover, all-chrome fittings for \$2500, delivered as above.

Photo: Stu Whelan, Annapolis, Md.

The Silhouette Mark II has everything to make your sailing dreams come true, features never before available at this size or cost. She's sleek, fast, spacious, has a feather-light helm, two oversize 6' 11" berths, fully enclosed cabin with main and forward crowned hatches, standard fin keel or revolutionary shoal-water bilge keels, walkaround non-skid decks, roller-reefing mainsail and mast stepped in easy-tilt tabernacle. Compact size, weight and design make it easy to handle for trailing.

DEALERS: Don't miss this boat!
Ask us about franchise possibilities now.

Over 200 pleased American owners
in less than a year!

Here's a coupon you can send post-haste to:

SILHOUETTE MARINE, LTD.

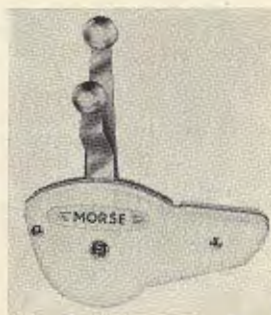
150 Spring St., N.Y. 12, N.Y.

Please send me free booklet: "Silhouette Sailing"

Name _____

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Visit our booths, B11-12, Nat'l Boat Show, N.Y. Coliseum, Jan. 16-25, 1959



A twin-motor unit of the Morse Model ML one-lever outboard control and a single-motor control of the TL two-lever model

NEW MORSE OUTBOARD CONTROLS have joined the already comprehensive line of Morse Instrument Co. controls for gasoline and diesel engines of all sizes.

The new Morse Model ML Single Lever Outboard Control gives fast and dependable single-lever, one-hand control of both shift and throttle, with a separate fast-idling lever for starting and warm-up. Made for either right or left-hand mounting, the ML control is a "watch-case" design of the time-proven Morse-Action mechanism, and is a scant 1½" thick.

For twin outboard motors, a left- and right-hand ML model are paired as a unit, giving single-lever control of each motor. Both fit in one hand.

The second new Morse outboard control is the TL Control. This is a sturdy, inexpensive, two-lever instrument, one lever controlling the throttle and one the reverse. For twin outboards, the TL is combined in pairs, with matching levers operated easily with one hand.

MORSE INSTRUMENT CO., 21 Clinton St., Hudson, Ohio



Ski-Breeze combination planing sailboat and high speed outboard runabout imported from Sweden

SCANDIA MARINE OF SWEDEN is importing the Ski-Breeze two-in-one racing sailboat and fast outboard runabout, and the new Ski-Buoy walk-on-water skis for fast planing water skiing or leisurely gliding behind even the slowest boats. The 18'6" Ski-Breeze is designed to plane efficiently under both sail and power. With 18-25 hp. motors she can make from 15 to 25 m.p.h. and is ideal for water-skiing. She has proved herself on all-round sailing ability against established one-designs of similar size in thorough tests in Sweden. She is of molded fiberglass with aluminum spars and has an imported price of about \$1900 less sails. Ski-Buoy comes in two sizes with capacities of 150 and 250 lbs. and is made of fiberglass with a molded-in foot channel for comfort and easy kick off. It was designed by Gus Eriksen, well known in the United States as a racing coach and yachtsman.

HENRY LUHRS SEA-SKIFFS for 1959 are in three different hull sizes, 23', 27' and 31', with a choice of layout and arrangements in each model. The 23' is an expansion of the long-popular 22' and comes as an open skiff economy model for \$3,220, with a Gray 109 hp. engine, or with a shelter cabin. The cockpit flooring is flush, with no step down from bulkhead to transom. The 27' has a shelter cabin model for \$5,350 and one with a flying bridge is \$5,950, especially popular for offshore fishing, plus safety of visual piloting and steering. It can be had as a day boat, or with a galley unit added under the shelter, and has two bunks and toilet in the forward compartment, suitable for limited cruising. Over 100 of these have been sold since being introduced a year ago. The 31' flying bridge sea skiff is \$9,995, which includes two bunks and head plus galley as standard, and a complete dinette as a \$285 extra, with power options from a standard one of twin 95 hp. to 125 hp. twins at 1½:1 up to 225 hp.

HENRY LUHRS SEA-SKIFFS, INC., Old Spyre Rd., Morgan, N.J.



Luhrs 27' Flying Bridge Skiff sells for \$5,950

NEW 32-FT. A.N.A. SKIFF. Featured in the 1959 line of Associated Naval Architects is a new 32-ft. lapstrake in-board sea skiff, available with single or twin-screw propulsion and in a wide choice of interior accommodations.

The A.N.A. 24-ft. lapstrake sea skiff will also be offered in a hard-top model. This 24-footer is a sport fisherman with construction features such as Monel tanks, and mahogany planking copper-riveted to white oak frames. Engine choices range from 109 to 185 hp., delivering speeds up to 36 m.p.h.

Also available in 1959 will be a 19-ft. lapstrake sea skiff with engine options from 70 to 150 hp. and a top speed of 40 m.p.h.

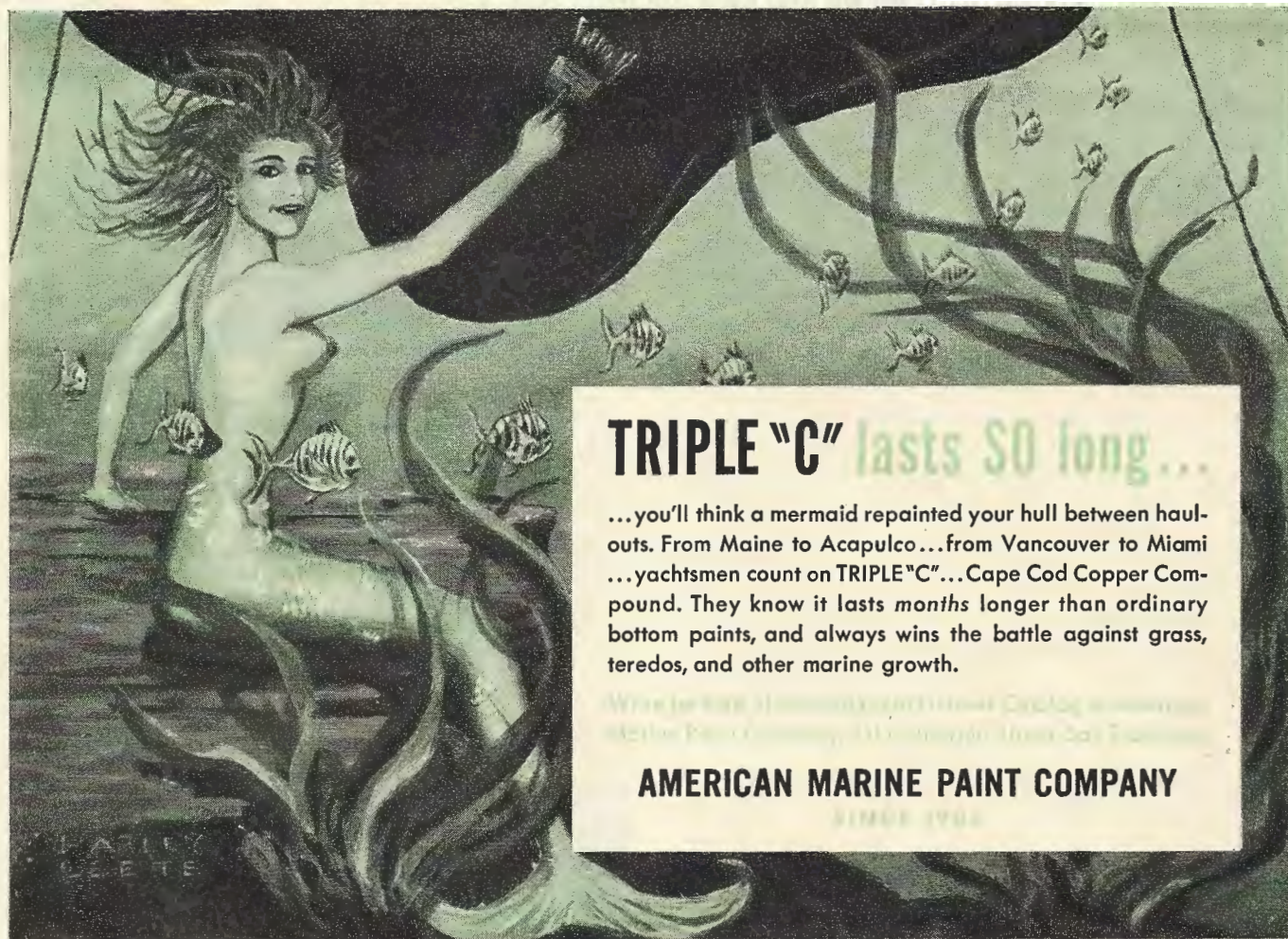
Built to accommodate the higher horsepower outboards will be a 19-ft. sea skiff and two 16-ft. runabouts.

ASSOCIATED NAVAL ARCHITECTS, INC., W. Norfolk, Va.



Associated Naval Architects' 24-ft. sea skiff

THE DE-VAR COURSE PROTRACTOR is a navigator's helper of many uses. By manipulating its parts according to simple directions that come with it, it will determine true and magnetic courses from a chart, change magnetic to true or compass courses or bearings, change relative to true bearings, measure charted distances, measure angles; and do other chores.

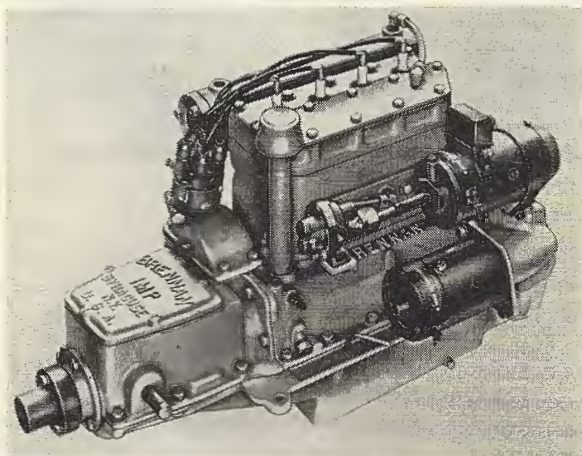


TRIPLE "C" lasts SO long...

...you'll think a mermaid repainted your hull between haul-outs. From Maine to Acapulco...from Vancouver to Miami...yachtsmen count on TRIPLE "C"...Cape Cod Copper Compound. They know it lasts *months* longer than ordinary bottom paints, and always wins the battle against grass, teredos, and other marine growth.

Write for Free Information and Catalog to: American Marine Paint Company, 110 Townsend St., Syracuse 2, N.Y.

AMERICAN MARINE PAINT COMPANY
SINCE 1902



Brennan 35-hp. "Imp"

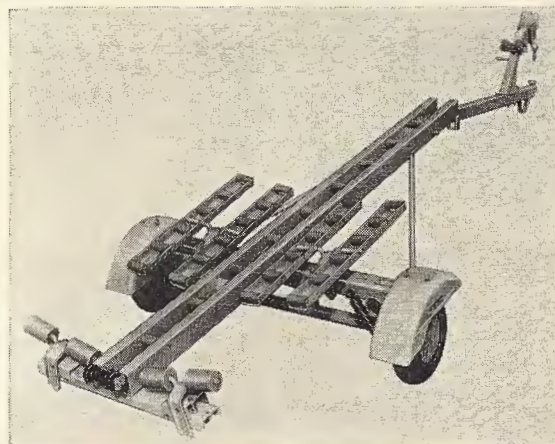
BRENNAN FEATURES "IMP". Leader of the 1959 Brennan line is the 35-hp., 50-cu. in. Imp available in either direct drive or with built-in 2/1 reduction gear. The former weighs 160 lb. and is 26 in. long.

A power package is offered consisting of the Imp and a new outboard drive which kicks up like an outboard in case a submerged object is struck. The "package" provides steering as well as propulsion. A reverse gear with 100% reversing speed is built into the engine.

Other Brennan engines consist of the 50- 75-hp. Fisherman Four, the Deluxe Series of "sixes" with 415 to 500-cu. in. displacement, and large, overhead camshaft sixes. The latter have 620 and 765-in. displacements, weigh approximately 1500 lbs. and develop 200 and 250 hp.

Also available is a 415-in. six-cylinder diesel.

BRENNAN MOTOR MFG. CO., 110 S. Townsend St., Syracuse 2, N.Y.



Holsclaw's new deluxe tilt tongue boat trailer

HOLSCLAW TRAILERS IN MANY SIZES. The Holsclaw line of trailers offer capacities ranging from 400 to 2000 lb., for boats up to 21 ft. in length. The 1959 models feature redesigned stronger transom supports and a new box frame accessory that makes it possible to convert any straight or tilt-tongue Holsclaw trailer into a box frame or "A" frame type trailer simply by adding two angle iron frames to the existing trailer. Other Holsclaw features include variable pitch springs which give a soft ride, be the boat heavy or light, and new longitudinal rollers that support and protect the boat's planing surface as well as making loading and launching easier.

Along with its line of outboard trailers, Holsclaw makes a model designed for inboards up to 18 ft.

Also offered is a line of trailer accessories, headed by a support which transmits the motor load to the trailer.

HOLSCLAW BROS. INC., 408 N. Willow Rd., Evansville, Ind.



This Lone Star Road Mite trailer has a 500-lb. capacity

LONE STAR TRAILERS REDESIGNED. A new type construction is featured in the 1959 line of Lone Star trailers. Seven models are offered, ranging from the 500-lb. capacity Road Mite to the heavy-duty, tandem-wheeled Road Master for 19- to 23-ft. boats weighing up to 2000 lb.

Featured is a sturdy rectangular tube construction of heavy 12-gauge welded steel and Lone Star's new single-lever Breakaway Action (double-jointed frame and tongue). This action permits the operator to unlock the rear carriage for smooth tilt-up operation in launching and loading.

Optimum boat-trailer fit is featured in the form of adjustable up-or-down bolsters and rollers, pre-and-aft adjustable running gear and fore-and-aft adjustable winch standards. All models have high-speed tires; Timken high-speed, neoprene-sealed bearings; automotive-type leaf springs and high-carbon steel axles.

LONE STAR BOAT CO., Grand Prairie, Tex.



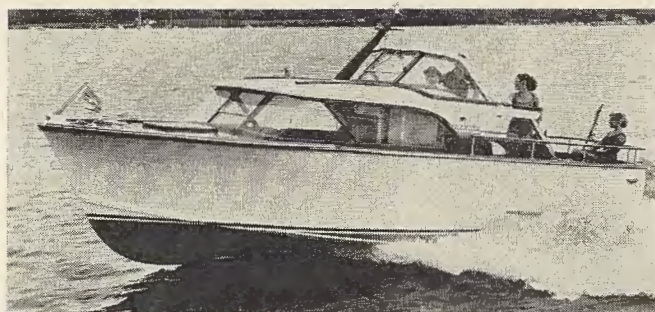
Puritan's Poly-Flyer ski tow rope converts from a regular bridge to a slalom bridge by a twist of the wrist

WATER SKI TOW ROPES may be just water ski tow ropes to some of us but to a real water skier there are "Olympic" and "Slalom" and various other kinds. All of which are included in the Poly-Flyer line put out by Puritan Cordage Mills. Their polyethylene rope itself floats, and so do the styrene float and the molded tow bars that make up the assembly. It is all colored a brilliant yellow for high visibility. The flotation quality helps keep the line out of the propeller.

PURITAN CORDAGE MILLS (Marine Div.), 124 Cabel St., Louisville 6, Ky.



ZUBACK'S BOAT & MOTOR WORKS, of Morgan, N. J., is building this new sea skiff, the Sea-Bird, 25'10" o.a., 10'4" beam, with two berths in the forepeak and a Monel fish tank aft. Standard power is 240 hp., optional up to 325. The hull carries her flare the full length, said to give her safety, stability, quick recovery and dryness. She is planked with 7/8" white cedar over



Trojan Sea Breeze-28 offers single or twin inboard power

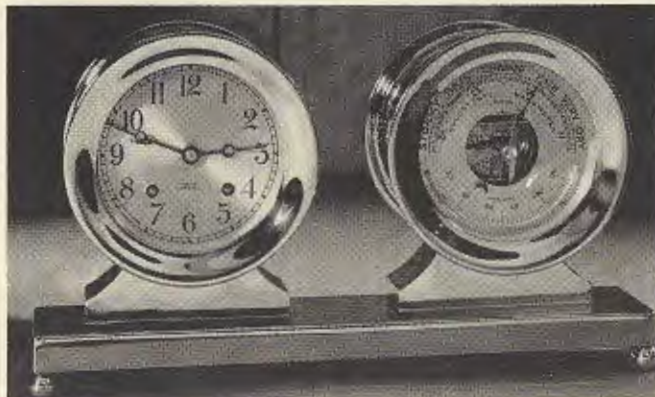
1959 TROJAN MODELS INCLUDE INBOARD AND OUTBOARD TYPES. The 28-ft. Sea Breeze sleeps four and comes with single and twin-screw inboard power options for speeds to 40 m.p.h. Also capable of sleeping four persons is the 23-ft. Sea Breeze 23-4 family sedan with V-8 inboard power choices: Available for either inboard or outboard power is the Sea Breeze 23-2 with two berths, galley and head in the cabin. The lapstrake 23-ft. Bimini features a large cockpit, shelter cabin for two and inboard power from 109 to 170 hp. A low-priced, inboard-powered ski boat is the Ski-Bee-17, a 17-footer with V-8 engine options up to 125 hp. A pair of 17-foot hulls available with wide transoms for two of any sized outboards are the Custom Sea Queen with enclosed aft deck and the Deluxe Sea Queen without aft deck



Trojan Custom Sea Queen-15

or seat. Another Trojan offered for either inboard or outboard power is the 17-ft. Marlin-17 designed to be a floating fisherman's "camp." The 15-ft. Custom Sea Queen is an outboard-powered model said to be the "glamour girl" of the 1959 fleet. A Deluxe Sea Queen without aft deck is also available. For single outboard power, and appealing to the fisherman, is the Marlin-15.

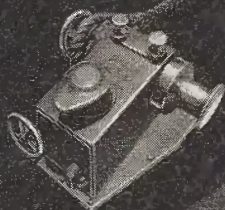
TROJAN BOAT CO., Eden Rd., Lancaster, Pa.



Suggested by dealer M. Low as suitable for a fine gift to a yachtsman (or anyone) is the Claremont combination Chelsea eight-day ship's bell clock and barometer, with or without (as shown) the traditional wheel spokes. M. LOW, Inc., 44 Fulton St., New York

It's your **MOVE** *now*

Model G handles rope and chain



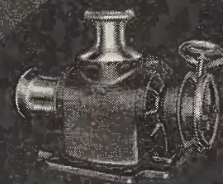
Mighty Mate, for limited deck area



Third Mate, weighs only 11 lbs.



Model HDL heavy duty unit 2500 lbs. line pull



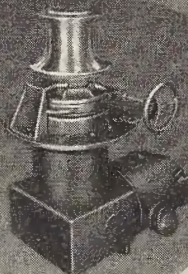
First Mate, above deck unit for rope and chain



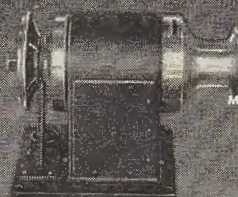
Alma Mate, net weight 25 lbs.



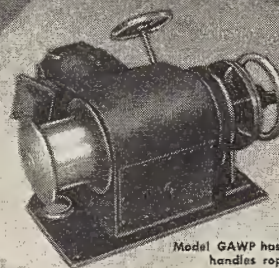
Model BCW3 heavy duty, available in 3 sizes



Model CHW50 medium size above deck unit



Model GAWP has 1700 lb. capacity, handles rope and chain



With an **IDEAL** Windlass

you will be able to own the finest of anchor hoisting equipment available.

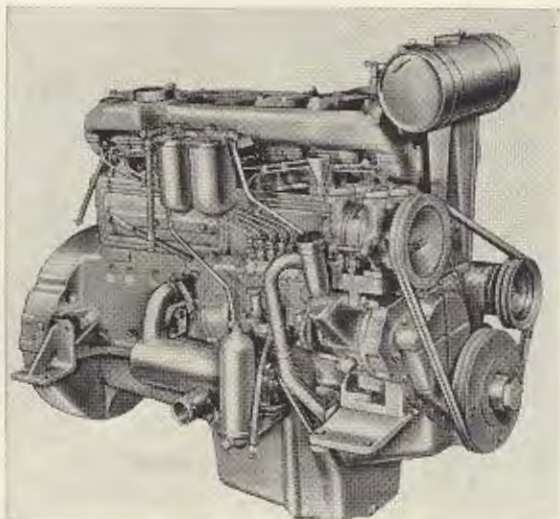
Shown above is only a cross section of the most complete line of electric anchor hoisting equipment Ideal has to offer the yachtsman. You can choose from 36 regular models the Windlass of proper size and type to fit your craft's specific needs for either rope or chain, whether you own a 26 or a 136 footer. We have stock units available. Ideal Windlasses come in bronze or chrome plate finishes. Voltages of 6, 12, 24, 32, 115 DC - 115 AC. Write for complete information and quotation.



IDEAL *Windlass Company Inc.*

WICKFORD, RHODE ISLAND

Visit us in Booth #C226 at the New York Boat Show.



Mercedes-Benz six-cylinder diesel

MERCEDES-BENZ DIESELS available for 1959 will include the following models to be exhibited at the New York Boat Show. All of these are fresh water cooled and all have chrome-nickel alloy cast iron cylinder blocks.

The OM 636 is a four-cycle, vertical engine producing 36 hp. Among its features are aluminum pistons, five piston rings per cylinder (three compression, two oil), helical gear driven oil pump, cast light metal oil pan and readily accessible parts and accessories.

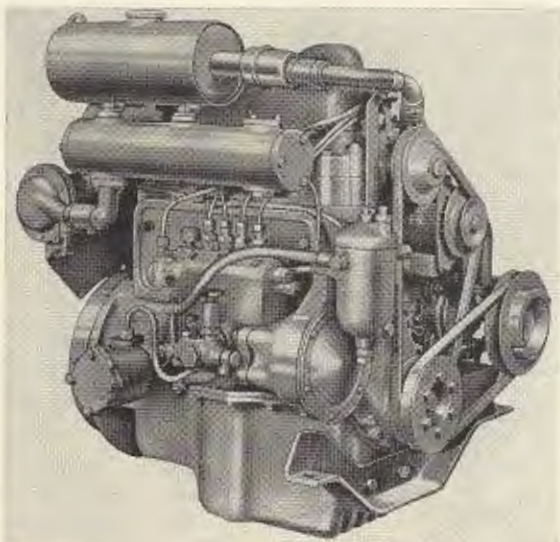
Model OM 312 is a six-cylinder, vertical, in-line four-cycle engine rated at 79 hp.

Smooth, dependable power up to 127 hp. is claimed for the OM 315. This, too, is a six-cylinder, vertical, in-line four-cycle engine. It has six-ring (four compression, two oil) aluminum pistons, the unique Mercedes-Benz intake system, seven main bearing crankshaft and attached oil cooler and fuel and oil filters.

Model OM 321 is a high speed engine in the 96-hp. range. Another six cylinder, vertical, in-line, four-cycle unit, it has six-ring aluminum alloy pistons.

Rated at 175 hp. is the OM 326. Glow plugs are standard equipment, for below zero starts. Other features include six-ring aluminum pistons and a seven-bearing crankshaft, chrome-nickel alloy cast iron cylinder block and attached oil cooler, fuel and oil filters.

CURTISS-WRIGHT CORP., UTICA DIV., 50500 Mound Rd., Utica, Mich.



Scat, a 14' fiber-glass sloop from Holiday Yachts

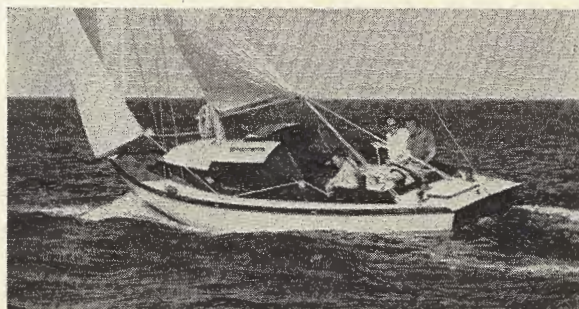


HOLIDAY YACHTS SAILING FLEET runs from the 14' fiber-glass Scat Class racing sloop for \$899 (less sails) to new designs in a 35' Honolulu Holiday yawl and a 41' Holiday Motorsailer. There are also the four cruising-racing auxiliaries for which this company has become well-known, the 24' Holiday Sailor, 24' Holiday Jr., 28' Holiday Victor and 30' Holiday. All of these are available with standard sloop, masthead sloop, or masthead yawl rigs, with centerboard or keel optional. Holiday is also planning to add stock power cruisers in the 30' to 41' range in 1959.

The Holiday Sailor is of hard-chine mahogany-plywood construction with an outboard bracket and starts at a standard price of \$3390, east coast. The 24' Holiday Jr. is round-bilge and planked and can be trailed, as can the Sailor. Both these boats have done well in the Delta Class on Chesapeake Bay and are eligible for Midget Ocean Racing Club competition. The Sailor sleeps four, and the Junior, whose prices start at \$5190 with an inboard engine, sleeps two. There have been several new equipment features added with no increase of 1959 prices.

The 28' Victor and 30' Holiday are roomy auxiliaries with optional cabin plans and many items of special equipment. The Victor can be had for as little as \$5590 and offers several choice of layout, while the Holiday, a special West Coast favorite, has a stock four-berth arrangement. Her price starts at \$9490. The two new larger boats, the Honolulu Holiday and Motorsailer, will provide luxurious accommodations at a moderate price.

HOLIDAY YACHTS INC., Box 619, Centreport, L.I., N.Y.



The 30' Holiday sloop sleeps four

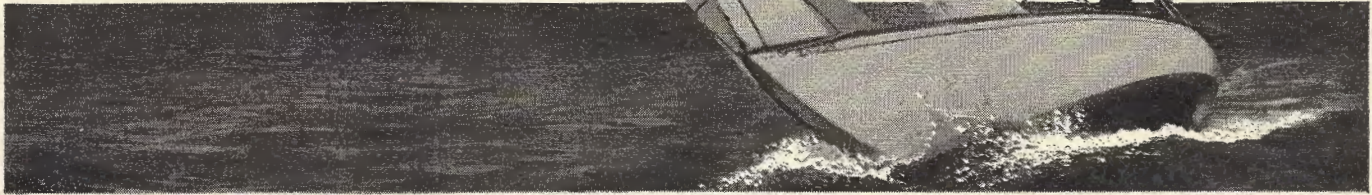
WEBSTER 17 MARINE ANTENNA package includes a 17' antenna, universal-type swivel base mounting bracket, lay-down mount for securing antenna in down position, and associated hardware. This unit is designed for boats needing a moderate size antenna installation, and operates with any standard radiotelephone covering the 2000 to 3000 kc frequency range. Aircraft aluminum tubing is used for antenna column, anodized and coated, and the whip is stainless steel.

WEBSTER MFG. CO., INC., 242 Shoreline Blvd., Mill Valley,

NOW! Something NEW from Bounty II!

PHILIP L. RHODES, Designer

For 1959 — an improved Bounty II... with a new Philip L. Rhodes designed masthead rig replacing the old 7/8ths rig... new, high-strength lightweight aluminum spars... a lowered C.C.A. rating to 28 plus... part of the constant striving for perfection that makes the 41 foot fiber glass Bounty II — the finest boat in the world. Available in sloop or yawl rig. See your dealer or the builder for a demonstration.



Dealers: YANKEE YACHTS, INC., Boston, Mass. • MARTHA'S VINEYARD SHIPYARD, Vineyard Haven, Mass. • NORTHROP & JOHNSON, New York, N. Y.
CHESAPEAKE BAY YACHT SALES, INC., Annapolis, Md. • INTERNATIONAL YACHT SALES, Detroit, Michigan • BOSWORTH MARINE CORP., Chicago, Ill.
HENRY C. GREBE CO., Chicago, Illinois • RUFUS G. SMITH CO., La Porte, Texas • RICHARDSON'S YACHT ANCHORAGE, INC., Balboa Island, California
WALDO WATERMAN, San Diego, California • RONALD BOLLAY, Santa Barbara, California • GEORGE A. PEARSON JR., St. Petersburg, Florida
WEST INDIES CRUISING CLUB, LTD., St. Martin's, Netherlands Antilles

BOUNTY DIVISION • Aeromarine Plastics Corporation • Sausalito, California

A HEAVY DUTY DUSTLESS SANDER is a new electric tool by Black and Decker that will be useful to professional and amateur boat finishers. A 3" belt type, built for continuous use, this Sander attaches to any standard industrial or domestic vacuum cleaner, Black & Decker report, and eliminates over 90% of loose dust and metal powder. It is said to give longer belt life, cleaner working conditions, and to permit sanding in the neighborhood where painting is also going on. Other features are said to be quiet, easy operation, no lubrication, a flush side for working up to a vertical surface, an extended front pulley for contours and small radii, and optimum controls. Two other models are offered, one incorporating its own dust collecting unit; the other a basic unit convertible to either Dustless or Dust-Collecting Model.

BLACK & DECKER MFG. CO., Towson 4, Md.

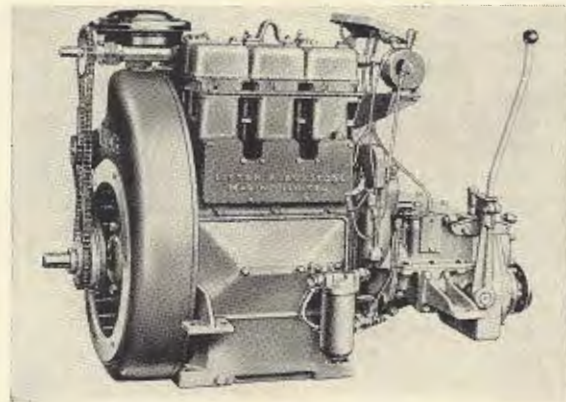


Black & Decker's new heavy duty belt sander with its own dust-collecting system eliminates flying dust

MOLYTANIUM SPRING CRAFT. If people are gunning for you, maybe you better make your next boat a Spring Craft. They are made of Molytanium, a synthetic material which, the builders say, has proven in a test to resist penetration by a .32 rifle bullet at point blank range.

Spring Craft include nine models, from a 9' Car Topper to a couple of 18' outboard runabouts capable of using power up to 100 hp. Molytanium is described as a blended epoxy base resin impregnated into woven glass fibers.

SPRING CRAFT BOATS, INC., 419 S. 28th St., Springfield, Ore.



Lister-Blackstone 30-hp. air-cooled diesel

LISTER-BLACKSTONE DIESELS are now available in a new series of air-cooled marine propulsion units. Rated at 1800 r.p.m., these 4-cycle motors are made in a two-cylinder size developing 20 hp. and a three-cylinder version capable of 30 hp.

Cooling is effected by an impeller integral with the flywheel, with a fan shroud and ducting arrangement to circulate cooling air through deep fins on each cylinder barrel. This system permits the engine to operate in ambient temperatures as high as 130 degrees.

Starting by hand from the flywheel end is possible even in extremely low temperatures without preheating.

These new models are in addition to the Lister air-cooled models LD which range up to 7 hp. An intermediate model has also been introduced with a rating of 12½ hp. at 1800 r.p.m. This rounds out a range of air-cooled diesels from 3½ to 30 hp.

LISTER-BLACKSTONE, INC., 42-32 21st St., Long Island City, N.Y.



The BOAT SHOW in Print



Manhattan Marine is importing the Sonabel airhorn from France

MANHATTAN MARINE AND ELECTRIC has added several new items to its extensive line of marine supplies and equipment. Of particular interest is the Sonabel Air Horn imported from France, for which the company is exclusive U.S. representative. It embodies all the advantages of an air horn with none of the drawbacks associated with the type. A high speed compressor with extremely high starting torque does away with the need of air tanks, valves and gauges. The horn comes in a combination small-boat type, or in the larger river-boat tone horns. Endurance tests up to 300,000 continuous blasts at two second intervals have been conducted on these horns to test their longevity. They are of the aperiodic diaphragm type, all brass throughout, finished in chrome and come in four models. Complete kits containing compressor, horn, tubing and relay start at \$99.50.

Another item introduced last year, the Commodore clock and Ensign Barometer has been well received and is again available with or without ship's wheel trim. Among other products Manhattan Marine is featuring are a Raytheon Bilge Level Indicator and a Raytheon Moto-Lamp that indicates when oil pressure drops. Both these are \$12.95. A catalogue lists the whole Manhattan Marine line.

MANHATTAN MARINE & ELECTRIC CO., 116-118 Chambers St., New York 7, N.Y.

INTERNATIONAL PAINT COMPANY is introducing new non-reflective pastel shade cabin paints, similar to those used by ocean liners, for pleasure boat use. These are designed to provide a soft, spacious atmosphere with a comfortable quality, doing away with annoying flashing reflections from the water outside that dart about the interior cabin. International is offering two "how-to" booklets to the boating public, one on the Interlux Fiberglass System and the other a 40-page booklet titled "Boat Painting Helps." No-skid compounds, finely granulated rock chips which provide a sure-footed finish when added to any deck paint, are another International specialty, and Inter-Lux engine enamels are now being marketed in a 16.4 oz. spray can for easier access to hard-to-reach engine parts. International, called the world's largest manufacturer of marine paints for all purposes, has 22 plants in 17 countries, including two in the United States.

INTERNATIONAL PAINT CO., 21 West St., New York 6, N.Y.

OUTBOARD HYDRAULIC STEERING control, recently introduced by Dooling Bros. of Los Angeles, Cal., is offered as a complete unit, including a plastic steering wheel. For single or dual outboards, it is also available for inboard cruisers, and is said to be compact, light and easy to install. According to the manufacturers, a 16-to-1 power advantage is derived from the hydraulic system.



High-speed Enterprise 35 for offshore fishing

ENTERPRISE HIGH SPEED SPORTS CRAFT are built by Breuil Boat Co. from designs by Bob Hobbs and distributed by Enterprise Marine. There are two models, 35 and 40, of these swift deep sea sport boats. The 40 is an expanded version of the famous *Doodle III* that won the 1957 Miami-Nassau powerboat race, bettered the Miami-Bimini record and ran from Miami to Havana in a record seven hours 30 minutes. *Doodle* is the prototype for the Enterprise 35. The boats are double-planked with makori inner bottom planking and solid mahogany outer skin, laid diagonally and covered with two layers of fiberglass. The side planking is mahogany lapstrake bonded. Frames are laminated mahogany for keel, stem, chines and sheer, and white oak on nine-inch centers transverse. This construction on a hard chine, fast hull makes the boats capable of sustained high speeds in rough water. Power options up to twin 300 hp. motors for the 35 give her a top of 47 m.p.h. and twin 350 hp. Marx IX crusaders can drive the 40 at 46 m.p.h. The boats have large cockpits for big game fishing, and have a number of optional layouts for cabin and deckhouse, as well as flying bridge, tuna tower and outriggers. Both boats have a beam of 13'8" and draw just over two feet.

ENTERPRISE MARINE, INC., 17091 Biscayne Blvd., Miami, Fla.



Big game cockpit of Enterprise 35 "Doodle III"

THE KWIK PLAY ROD HOLDER, distributed by Penn Fishing Reels, is described as a mechanical device that holds your rod and minds your fishing between strikes, enables the fisherman to gaff his own fish, and eliminates need for outriggers. It has a base plate screwed to the boat's coaming, a frame containing mechanism for up-and-down and rotary swivel motion, and a tube to which is attached the adjustable butt rest and a holding device. The distributors say that when a fish strikes the Kwik Play sets the hook and goes into action, easing strain on rod and line and in effect playing your fish until you can take over. Available in four models, \$21.50 to \$98.

Two new reels among the 78 models in the new Penn Reel catalogue are the Jigmaster No. 500, claimed to have the world's fastest retrieve by using a combination of 4:1 gear ratio and a large-arbor spool; and the Master Mariner, a rugged narrow-spool reel for ocean and deep lake trolling.

PENN FISHING REELS, 3028 W. Hunting Park Ave., Phila-

**EASTWARD HO SR.**

30'0 x 24'0 x 9'1 x 3'6
 Displ. 9500 lbs. • S.A. 404
 \$14,500.

NORSEMAN

30'4 x 22'1 x 7'9 x 4'4
 Displ. 9100 lbs. • S.A. 435
 \$14,250.

**NORVEGA**

27'6 x 19'9 x 7'6 x 4'3
 Displ. 5475 lbs. • S.A. 300
 \$8,750.

**FOLKBOAT**

25'1 x 19'10 x 7'3 x 3'11
 Displ. 5000 lbs. • S.A. 235
 \$5,950.

**HONEYMOON**

24'3 x 18'5 x 6'6 x 3'10
 Displ. 4500 lbs. • S.A. 259
 \$6,500.

**SHAW "24"**

23'11½ x 18'6½ x 7'5½ x 2'9 min.
 Displ. 4303 lbs. • S.A. 289
 \$9,455.



**SHAW 24's
 19 wins in
 20 starts!**

**NORSAGA**

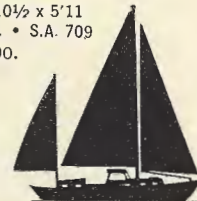
32'5 x 23'7 x 8'6 x 4'8
 Displ. 11,400 lbs. • S.A. 485
 \$16,000.

**ZEELAND**

36'9 x 28'4 x 9'10 x 5'4
 Displ. 18,000 lbs. • S.A. 550
 \$24,900.

**MUSKETEER**

40'8 x 27'6 x 9'10½ x 5'11
 Displ. 17,700 lbs. • S.A. 709
 \$26,100.

**MOTORSAILER**

41'8 x 33'4 x 12'2 x 4'7
 Displ. 25,000 lbs. • S.A. 570
 \$36,000.

Judge quality by Performance!

**ZEELAND STEEL HULL CRUISING YAWL**

Built for and sold exclusively by NORGE

NORGE—America's first and foremost importer of sailing yachts now offers you the most comprehensive line of world famous, top performing auxiliaries. All built under the direction and supervision of BJARNE NILSEN, to assure the NORGE reputation for exceptional quality and performance.

Write or see us now!

NORGE BOATS
MOBACO MARINE

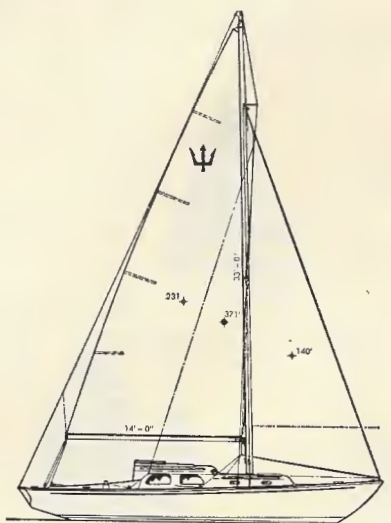
Southfield Avenue
 Stamford, Conn.

INC.

Oslo, Norway
 P.O. Box 656

Exclusive representatives in Florida—Richard Bertram & Co.





Pearson Corp.'s new
28' fiberglass Triton

PEARSON FIBERGLASS LINE BROADENED. Pearson Corp. is adding several new boats for 1959, including a 21' Challenger available in several layout options, and a 28' Triton auxiliary cruising boat rigged either as a sloop or yawl. The line, known as Peerless boats, is made of fiberglass and also includes eight-foot rowing and sailing dinghies, a 12' car-top runabout and several 15' and 17' sports boats and runabouts. The Peerless Challenger can be had as an open cockpit heavy-duty sports fisherman or as a cabin cruiser with flying bridge, two bunks, head, sink, icebox, stove, counter space and choice of inboard power in 125 or 185 hp. Interceptor inboards, or as an outboard. The Peerless Triton was designed by Carl A. Alberg with alternate interior arrangements offered as well as the choice in rig. She is said to have room equal to that of a 35' boat of wooden construction through space-saving advantages of fiberglass. She has full headroom under the cabin trunk and bunks for four or six. Power is a Universal Atomic Four of 25 hp. She has an enclosed head, stainless steel sink, fully insulated molded fiberglass icebox, air foam mattresses and a 12-volt lighting system.

PEARSON CORP., 1 Constitution St., Bristol, R.I.



The Peerless 21' Challenger from Pearson Corp.

INBOARD AND OUTBOARD MODELS BY COMMODORE.

Commodore's largest 1959 models are the 25-ft. Sea Mates, available with inboard power from 109 to 225 hp. for speeds to 35 m.p.h. or for outboard motors with a top of 30 m.p.h. The Weekender is a 23-footer offered with inboard engines from 110 to 225 hp. and speeds of 20 to 32 m.p.h. The 23-ft. Vagabond has the same power and speed options. Three models are built in a length of 20 ft., 3 in.: the cabin version Cruisette for outboard power to 30 m.p.h., the open Dolphin for similar power and the Holiday decked runabout for which 40 m.p.h. is claimed with 225 inboard horsepower. The 18-ft. Angler comes in outboard, inboard and hardtop models with outboard power yielding speeds to 25 m.p.h. and a 70 to 75 hp. inboard engine producing 31. Four 16-ft., 3 in. Gulls are made for outboard propulsion; varying layouts are avail-



Sea Mate is a 25-ft. Commodore

3-in. Tern is an outboard runabout designed for speeds to 30 m.p.h.

All Commodore boats have brass, bronze and copper fastenings throughout, for salt water use.

COMMODORE BOATS, U. S. Hwy. 17, New Bern, N.C.



Commodore's 23-ft. Vagabond

C & F MACHINE WORKS has 10 trailers for 1959, including three new models. The first of these is a 14', 400-lb. capacity unit designed for small runabouts. Designated as Model XB90, it is priced at \$139.50. The other two are tilt-bed tandems, models TB300 and TB320, with weight capacities of 1500 lb. and 2200 lb. respectively. Retailing at \$369.00, TB300 is engineered to fill the needs of light cruiser owners. All Twin Trailer models feature tandem spring systems and "Flip-Away" cam action cradles.

TWIN TRAILER DIV., C & F Machine Works, 440 W. Minnehaha Ave., St. Paul 3, Minn.



Model XB90, by the Twin Trailer Div. of C & F Machine Works

ENDEW STOPS MILDEW, according to the manufacturers. Other uses for this product include repelling moths, checking odors and refreshing air.

JOHN CLARKE & CO., INC., 420 Lexington Ave., New York



Molded Product's new 20' hardtop Whirlwind model

A WHIRLWIND 20-FT. HARDTOP is the newest and largest outboard boat of the line of molded plywood craft produced by Molded Products, Inc. Fulfilling their dealers' suggestions, the company has produced this boat which will be nearly 8' wide and over 3' depth of hull amidships, with hard top and safety-glass windshield. She will have a one-level floor the full length of the cockpit. A toilet will be available as an extra, and in the future convertible bunks may also be introduced.

Other Whirlwind molded plywood boats are two 18-footers, a Day Cruiser and Overnighter, whose forward underwater lines have been sharpened up for a smoother ride this year, and smaller boats with numerous improvements over the similar Whirlwind models of previous years.

MOLDED PRODUCTS, INC., Cockeysville, Md.



Ramsey Skipper models come in capacities to 10,000 lb.

THREE SERIES OF RAMSEY TRAILERS. Ramsey "Aqua-land" Skippers are a series of heavy-duty tandem axle model trailers in lengths from 20 to 25 ft. with capacities of 5,000, 6,000 and 10,000 lb. respectively. Featuring frames of great strength, these models are equipped with forged steel axles, heavy duty truck hub and wheel assemblies, electric brakes and breakaway safety switches.

Ramsey's Skipper Jr. line is recommended for boats 18 to 22 ft. in length and weighing up to 3,000 lb. Skipper Jr. models are available with or without hydraulic brakes and in either tilt bed or cradle types.

Outboard boat trailers are provided in sizes to accommodate 15 to 17-ft. boats in a capacity range to 1,000 lb. RAMSEY TRAILERS, Sharptown, Md.

SCHOCK-BUILT SAILING CRAFT include a number of sizes and types, from open prams to cruising sloops. Except for the largest boat, the 24' triple-planked auxiliary sloop Islander 24, designed to Midget Ocean Racing Club specifications, the Schock boats are of fiberglass-reinforced plastic.

The line includes the 8' Naples Sabot pram sailing dink, 10' and 12' Lehman Inter-Club sailing dinks, 12' Snowbird racing catboats—all popular West Coast one-design racers; the 14' Lido racing sloop, and the 22' Junior Ocean Racer, which sleeps four and has a galley and head.

W. D. SCHOCK CO., 504 29th St., Newport Beach, Cal.

THE FIBERGLASS INTERLAKE



LENGTH 18' BEAM 6'3" SAIL AREA 175 SQ. FT

Racing

Day Sailing

ALSO AVAILABLE SEMI-FINISHED

FOR LITERATURE WRITE

Customflex, Inc.

3409 SOUTH ST., EVERGREEN 2-5691

TOLEDO 9, OHIO

The New BRAUND
Rotating

"Cruiser-Tenna"

Salt Water TV Antenna
For Boats of all Sizes

\$44.75

F.O.B.
Battle
Creek
Michigan

Handsome, nautical-looking new TV antenna that gives finest reception on boats of all sizes, on either salt or fresh water. Installs on side of boat cabin. Rotates manually and locks on any compass bearing. Hoists for reception—lowers, folds, or stows for cruising. Has extremely high gain, all aluminum, folding antenna array, on telescoping 8-foot mast of hard alloy aluminum tubing, anodized for resisting salt. Heavy cast bronze brackets, triple chrome plated. Chrome stand-off insulators. Special weatherproof lead-in with chrome face plate. See your marine supply dealer, or order direct from factory at Battle Creek.

BRAUND MANUFACTURING CO.
BATTLE CREEK, MICHIGAN



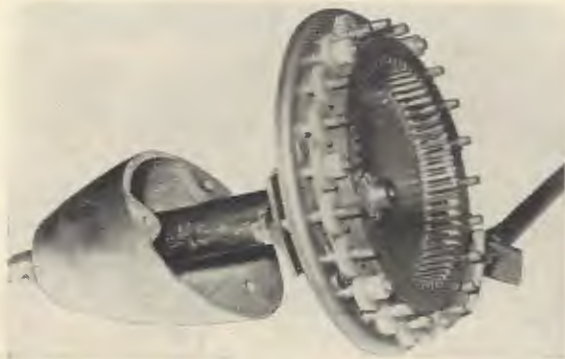
19'-21'-23' MODELS
DESIGNED BY CARL H. CLEMENT, JR.

ALL FIBERGLAS-MONOHEDRON HULL
OPTIONS—OUTBOARD—INBOARD—WINDSHIELD AND SUN TOP

BOCK BOATS, INC.
TOLEDO 2, OHIO
Dealer Inquiries Invited



The BOAT SHOW in Print

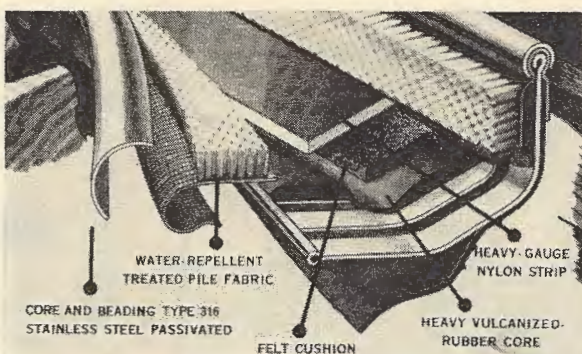


Steermaster gear box with cover removed

NEW STEERMASTER CONTROL. A steering shaft, gear box and Tru-Lay Push-Pull cable make up the Steermaster control. A stainless steel pinion gear on the steering shaft engages a cast iron gear to which the push-pull cable is permanently fastened. The cable is connected directly to the outboard motor or rudder. As the steering wheel is turned, the pinion gear causes the drum to rotate, which in turn actuates the push-pull cable to move the motor or rudder. Roller bearings keep the push-pull cable firmly seated in a groove along the rim of the drum gear.

The Steermaster is claimed to be simple and non-fouling and to provide positive control, a low wear factor and corrosion protection. It requires minimum mounting space and is said to be easy and quick to install and disconnect. It is rated for inboard application or for any single or dual outboard rig.

AMERICAN CHAIN AND CABLE, Automotive and Aircraft Div., 601 Stephenson Bldg., Detroit 2, Mich.



STANDARD PRODUCTS CO., of Port Clinton, Ohio, offers the yachtsmen many useful items of equipment. StanPro Marine Window Channels come in flexible, single rigid, double rigid and edge channel styles



StanPro rubber dock bumper, providing maximum cushioning between boat and pile, comes in several types for varied uses

OUTBOARD POWERED CATAMARAN is announced by the Christensen Mfg. Co. This new craft, known as the Ma-rauder, is 13'9" overall, with a beam of 6'3". Constructed of marine plywood, the bottom is fiberglass-covered. Frames are mahogany, with oak at high-stress points.



North American's 15'7", panel mahogany with fiberglass hardtop, can be converted for overnighting

NORTH AMERICAN MARINE uses a variety of construction methods for its 1959 line of outboard runabouts and utilities. Panel mahogany and molded mahogany wooden boats and fiberglass and aluminum craft are all offered under the model name of American, ranging from 12'4" in an open fiberglass utility at \$249.50 to 17'2" for a panel mahogany utility with fiberglass hardtop at \$1,310. An unusual innovation is American Model 340, a lapstrake aluminum boat made of two separate halves of one solid piece of aluminum pressed into shape by the deep-draw process and then welded together by the Heliarc process. This boat also has a Perma-Float floor which gives built-in flotation, acts as a sound deadener and also as a structural stiffener doing away with all ribs and stringers. The American line also has panel mahogany boats at 15'7", a molded mahogany 15-footer, fiberglass utilities and runabouts at 14'1" and a 13'9" open boat of aluminum.

NORTH AMERICAN MARINE, Warsaw, Indiana.

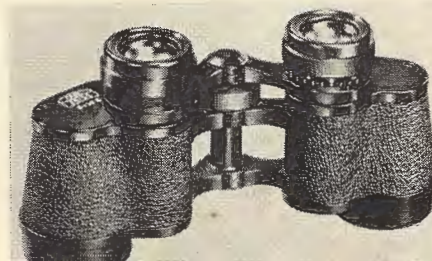


Unusual lapstrake aluminum construction in the North American 14'2" Model 340 for \$329.50

BINOCULARS FOR EYEGLASS WEARERS are a new Carl Zeiss product. In the new Zeiss 8 x 30B model, the eye-pieces compensate for the increased distance between eye and binoculars when used with glasses. The field of view of the spectacle-wearer is thus doubled (110 yd. at 1000 yd.) with the Zeiss 8 x 30B, and image sharpness is assured out to the very margin of the field of view. The 8 x 30B may also be used without glasses. It is priced at \$162 plus tax.

Zeiss also announces a rare phenomenon—a price decrease. Owing to improved production in the Hensoldt firm in West Germany, Diagon prism binoculars are now available at prices from \$95.50 for 6 x 30s to \$147.50 for 10 x 50s, plus tax.

CARL ZEISS, INC., 485 Fifth Ave., New York 17, N.Y.



The Carl Zeiss 8 x 30B binocular for spectacle-wearers

**QUALITY, SPEED
AND SEAWORTHINESS
...TO MAKE YOUR
BOATING DREAMS
COME TRUE...**



...the *salty* OUT O' GLOUCESTER 30'

Definite departure from production-line duplicates, the salty OUT O' GLOUCESTER 30' is incomparable in its class.

From hollow keel molded skeg and double-planked Philippine mahogany hull, to walk-around teak decks and fiberglass cabin top, OUT O' GLOUCESTER 30' has the built-in quality, speed-ability and seaworthiness which—with her luxury-look—make her a stand-out in any fleet.

Her flying bridge, with walk-between entry, is roomier. She's been given a chrome pulpit and sturdy chrome stanchions. Larger gas storage tanks hold over 200 gallons. From stem to stern she's a fisherman's dream!

Look around inside! The complete bathroom; spacious, separate cabins with wider bunks sleeping four; enlarged, fully-equipped galley with efficient garbage disposal unit; gobs of

storage space, and large dinette—these are features you'll usually find only in bigger, far more expensive boats.

Twin 135 hp Palmer V-drive engines (other engine options*) give the salty OUT O' GLOUCESTER 30' a top speed of 28 smooth-riding miles an hour. Her clipper bow and accentuated flare let bow waves pass aft, eliminating spray and assure maximum stability in rough water.

Designed in America by Phil Bolger of Gloucester, OUT O' GLOUCESTER 30' is handcrafted in Japan—ruggedly constructed with painstaking attention to detail—and fitted out in our yard at Gloucester.

Send now for free brochure and specifications of this super Sport-Fisherman family Cruiser—the quality boat that gives you new, superlative values—in prestige, performance and thrilling pride of ownership!

*at slight additional cost.



Sorry, we can't be at the New York Boat Show this year, but we will be at Miami, in February. Make OUT O' GLOUCESTER 30' a "Miami-Must," and come see us, won't you?

\$14,500 completely equipped, f.o.b. Gloucester

All Prices and Specifications Subject to change Without Notice

For Demonstration Appointments at Miami This Winter, Please Contact Home Office, Gloucester

OUT O' GLOUCESTER ENTERPRISES, INC.

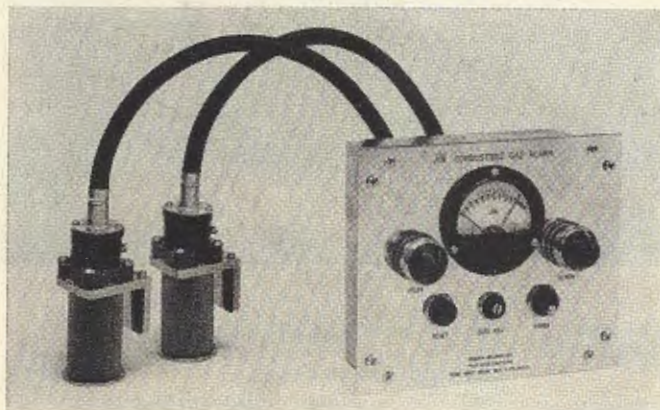
Beacon Marine Basin, Gloucester, Massachusetts



Inter-Lake 18' sloop
can now be had in
fiberglass

COMET AND INTER-LAKE OF FIBERGLASS. Two one-design racing sailboats, long popular in wooden construction, are now being produced in fiberglass by Customflex, Inc. The 18' Inter-Lake Class with 175 square feet of sail, a favorite for many years in the midwest and now established on Long Island Sound and in New England, is being introduced in a fiberglass model in completed or kit form, fully adapted to salt water use. The Comet, which has reached registration numbers of over 3600 in wooden construction since being introduced in 1933, can now be officially registered and measured in fiberglass form in a hull made from an official CCYRA mold. Completed or kit boats are available in a choice of molded-in color with minimum-weight, self-bailing hulls, wire halyards and bronze centerboard.

CUSTOMFLEX, INC., 3409 South at Byrne Road, Toledo 9, Ohio.



This J-W Combustible Gas Alarm has two detecting units, to protect two different compartments at once

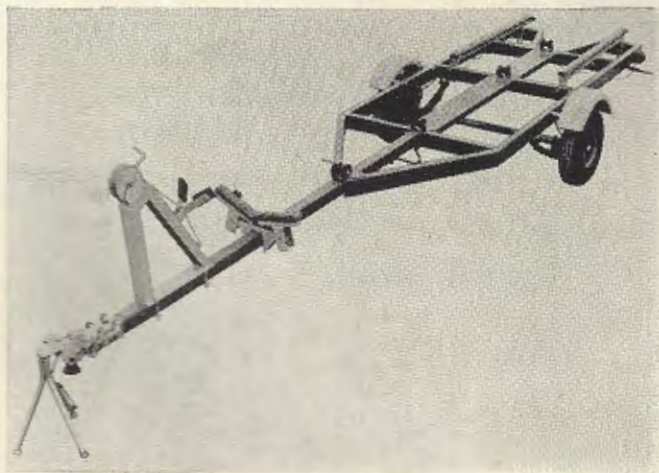
A NEW VAPOR DETECTOR by Johnson-Williams, makers of the well-known J-W Sniffer, has a built-in visible alarm. This Model MBA has a compact instrument panel on which a red signal light is automatically lit when fumes in the protected compartment reach 25% of an explosive mixture. The detector unit, located in the compartment where gasoline or cooking-gas fumes may become a hazard, is surrounded by a five-layer close mesh Monel screen as protection against a flashback. A neoprene-jacketed cable connects this unit with the panel.

Other J-W Sniffers are a single detector model without alarm, and two-detector models both with and without alarms.

JOHNSON-WILLIAMS, INC., Palo Alto 1, Cal.

BAIL-KWIK is a bailer for small boats with several good points. Made of durable polyethylene, it floats, will not scratch the boat, does not rust, is flexible enough to get into out-of-the-way spots, and sells for only \$1.98.

FAIRLINE PRODUCTS CO., 112 So. Sixth St., New Hyde



Arnolt's Model 2000 has special surge brakes

ARNOLT BOAT TRAILERS are made by North American Marine in four sizes. Model numbers of 600, 800, 1000 and 2000 correspond to their weight capacity. The 600 for boats in the 14' range sells for \$149 complete with winch, transom tie-downs and tail light. The 800 can take boats a foot bigger and 200 pounds heavier and costs \$199. It features Aero-Flex suspension, a new method that eliminates conventional springs, sway braces and torsion bars. The 1000 for boats up to 16' also has the Aero-Flex suspension and is designed for one-man operation with a tilt-action bed, priced at \$289. The 2000 tilt-action trailer has special surge brakes for better highway control. They apply automatically and require no special connection with the automobile. The Arnolt 2000 can take outboards or small inboards to 18 feet and sells for \$595.

NORTH AMERICAN MARINE, Warsaw, Indiana

Tapatco's unicellular foamed plastic women's vest



TAPATCO MARINE SAFETY PRODUCTS from American Pad and Textile Co. include over 130 items such as life jackets, sleeping bags, casual wear, water skis and various swimming and boating accessories. A new 24-page Tapatco catalogue gives information on the company's entire line and includes the U.S. Coast Guard regulations for the use of life jackets, buoyant vests and cushions. Tapatco's new water-ski line has eight different models in all sizes for children and adults, including slalom type skis for experienced enthusiasts. Ski-carrying cases of vinyl or poplin in Tartan plaid design with accessory pocket attached are also available. There is a wide selection of tow ropes of polyethylene or yacht manila rope with either single or double handles in either aluminum or wood, plus special belts and vests for skiing as well as regular life jackets and vests in many adult and children's styles. Other Tapatco items include flutter-boards, floats, buoyant cushions and the Nauti-Tog line of marine casual clothing.

AMERICAN PAD AND TEXTILE CO., Greenfield, Ohio



**See Pacemaker at
Booths B-52 B-53
National Motor Boat Show
New York Coliseum
January 16-25**

all-weather pleasure cruisers with anything anywhere near their price.

And don't fail to test-drive a Pacemaker 29, 33 or 40-foot model; only by taking the wheel yourself can you *really* know how good a boat Pacemaker is!

Below: Pacemaker's 29 and 33-foot Sea Skiff Cruisers feature a Formica-top dinette which seats four in complete comfort, flush cockpit floor, full-head-room companionway and ample stowage space for long pleasure cruises and fishing trips. Prices on single-engine 29-footers start at \$8200 f.o.b. Lower Bank, N. J.

The real sailors...

will be looking at Pacemaker all-weather Sea Skiffs at the National Motor Boat Show... especially the new 40-footer, the largest, most luxurious, most seaworthy Pacemaker ever built! This rugged, solidly-built Cruiser can navigate the roughest inlets with ease; can take you anywhere without a worry about weather!

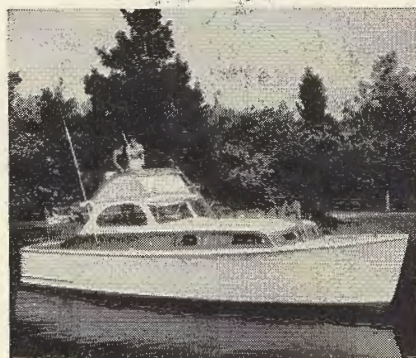
Sleeping as many as eight, it (and its two 40-foot sister ships) has a 152-square-foot, living-room-size cockpit, a flush cockpit floor for an even greater feeling of roominess... a modern galley with an eight-cubic-foot refrigerator... nine stowage

lockers, two hanging lockers and 12 drawers... a pressure water system serving the galley and the enclosed head... and a luxuriously-appointed dinette seating four.

A choice of six different twin engines, gasoline or Diesel, gives the 40-foot Pacemaker a maximum top speed of 26 knots and a cruising range of 300 miles.

You and other real sailors will appreciate Pacemaker craftsmanship and fine quality construction too—oak keel, framing and floors; clear cedar planking; double-planked mahogany over heavy oak transom; Everdur fastenings; stainless steel and chrome-plated brass hardware; and other features no mass-production boat can hope to match. See the Pacemakers for '59. Compare these

Left: Trim, beautifully-styled Pacemaker 40-footers are available in three models—The Standard Express, The Sport Fisherman (with a flying bridge), and The Deluxe Convertible Sedan. Beam is 12'7", draft 2'11". Prices begin at \$19,300 f.o.b. Lower Bank, N.J.



Take the wheel of a Pacemaker at any of these dealers:

Maine Coast Boat Sales
Boothbay Harbor, Maine

Falmouth Marine Railways, Inc.
Falmouth, Massachusetts

Mystic Marine Railway
Water Street, Mystic, Connecticut

Smith Boys, Inc.
2968 Delaware Ave., Kenmore, New York

Marine Center Inc.
189 W. Montauk Highway, Lindenhurst, L.I., N.Y.

Powell Boat Yard
93 Piermont Avenue, Nyack, New York

Comstocks Boat Works
West Point Pleasant, N.J.

Hotaling's Boat Yard
Toms River, New Jersey

Tidewater Marine Company
Somers Point, New Jersey

Georgetown Yacht Basin
Georgetown, Maryland

Hampton Roads Marina Corporation
Marina Road, Hampton, Virginia

Enterprise Marine Inc.
17090 Biscayne Blvd., N. Miami, Florida

Maximo Boat Basin
St. Petersburg, Florida

Thurston Davies
Detroit 31, Michigan

Catawba Marine Sales
Port Clinton, Ohio

Pacemaker

"We take the time to build the best"

GM DIESEL PRESENTS A NEW CONCEPT

SMALL CRUISERS



MEDIUM CRUISERS



LARGE CRUISERS



THE GM DIESEL
ALL-PURPOSE
POWER LINE
20 to 1650 H.P.

In only 3 cylinder sizes

NON-TURBOCHARGED RATINGS



NEW

"2-53"
20 to 47 H.P.



"2-71"
33 to 67 H.P.



NEW

"3-53"
38 to 97 H.P.



"3-71"
51 to 118 H.P.



NEW

"4-53"
51 to 130 H.P.

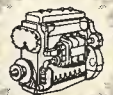


"4-71"
69 to 167 H.P.



NEW

"6V-53"
76 to 195 H.P.



"6-71"
112 to 252 H.P.

IN MARINE POWER

Combines 8 New Basic "V" and "In-Line" Engines with its time-proved GM Diesels to create the world's first

all purpose power line

(20 to 1650 H.P. in
only 3 cylinder sizes)

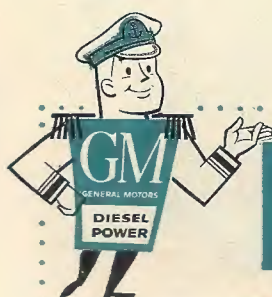
NOW owners of every size craft from a 23-footer to a seagoing yacht—can have the greater economy, safety, cruising range and longer life of GM Diesel power.

For GM Diesel engineers have more than doubled the number of basic engines—vastly increased the horsepower range—to cover the power spectrum with an engine for any size and type of boat.

First, the new Series 53 Diesel—comprising 2-, 3-, and 4-cylinder "in-line" models plus a V-6—is a smaller, more compact version of the famous "71." Here, at last, are Diesels which cover the lower horsepower ranges as never before. They hurdle the barriers which have limited the use of Diesel power in boats. They supply new usefulness for Diesel power to owners of smaller pleasure craft, both main propulsion and auxiliary.

Four new "V-71" engines complete the additions—widen the power range of the "in-line" 71 Series—set new standards for low weight and small size per horsepower. They bring GM 2-cycle Diesels to boats with larger power requirements—up to 1650 H.P. when turbocharged.

Now, whatever size boat you own or plan to buy, there's a GM Diesel for it—to give you faster, safer, smoother cruising—at less cost! See these great new engines for the first time at the New York and Miami Boat Shows.



GM DIESEL

DETROIT DIESEL ENGINE DIVISION,
GENERAL MOTORS, DETROIT 28, MICH.

In Canada: GENERAL MOTORS DIESEL LIMITED, London, Ontario
Parts and Service Worldwide



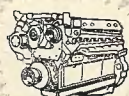
NEW
"6V-71"
112 to 252 H.P.



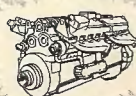
NEW
"8V-71"
150 to 334 H.P.



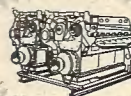
"6-110"
160 to 335 H.P.



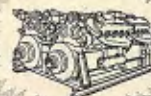
NEW
"12V-71"
224 to 304 H.P.



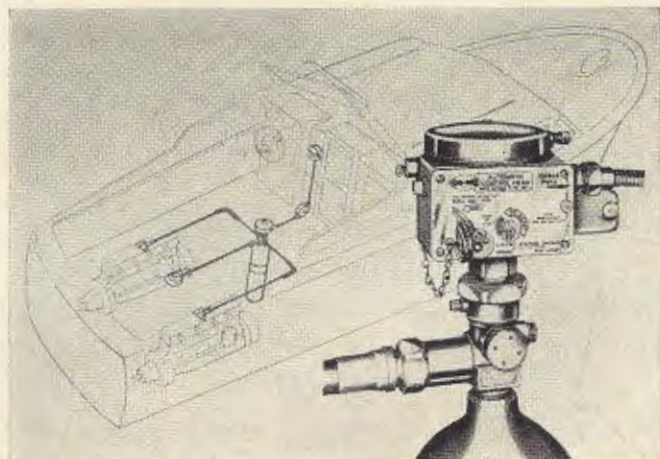
NEW
"16V-71"
300 to 675 H.P.



NEW
"24V-71" (Twin 12)
448 to 1008 H.P.



NEW
"32V-71" (Twin 16)
600 to 1350 H.P.
(Turbocharged—1650 H.P.)

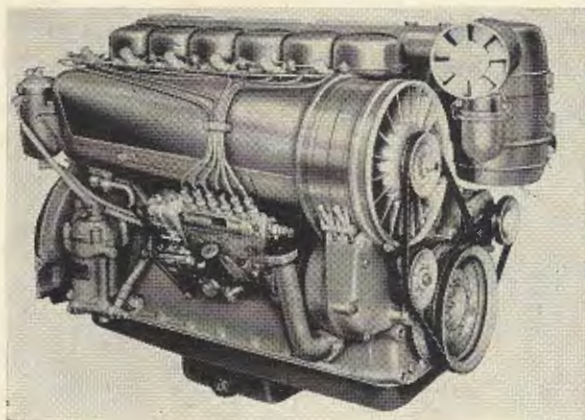


A C-O-Two fire extinguishing system, with insert of the new automatic control fitting on the cylinder.

NEW C-O-TWO FIRE FIGHTING SYSTEMS are being marketed in the U.S. and Canada by Pyrene C-O-Two, Buffalo and Fyr-Fyter outlets. A series of four "packaged" marine fire extinguishing systems, each available in sizes from 10 to 75-lb. capacity, will protect motor boats and auxiliaries, and are said to comply with Coast Guard safety regulations for gasoline powered passenger-carrying craft under 65' o.a.

If fire breaks out or a sudden temperature rise occurs in a protected compartment, carbon dioxide is promptly released to flood it. The cylinders are equipped with (1) a new valve which accelerates the discharge rate but prevents accidental discharge when the cylinder is disconnected from the system; (2) a self-contained, non-electric rate-of-rise release with a new type heat actuated detector which need not be replaced after each actuation. The systems may be purchased with or without pipe and fittings and in various combinations of manual, remote and automatic controls.

THE FYR-FYTER COMPANY, 221 Crane St., Dayton 3, Ohio.



New Deutz six-cylinder air cooled diesel, model F6L712

NEW DEUTZ DIESELS. Three new models have been added to the line of Deutz air cooled diesel engines. Of three, four and six-cylinder design they fit into the Deutz "small engine family" with a bore and stroke of 3 1/4 in. by 4 1/4 in., whereas the "larger family" of air cooled engines have a bore and stroke of 4 1/4 in. by 5 1/4 in. and range from twins to V-12s.

As with all Deutz air-cooled engines, these new models use the "unit cylinder" construction principle. On all five models in the "family" the majority of wearing parts are interchangeable among all models.

Ratings of the newcomers are: three-cylinder, 33 hp. continuous and 45 hp. intermittent; four-cylinder, 44 and 60 hp. and six-cylinder, 66 and 90 hp.

A 37' Alden Ocean Explorer by Burr Bros.



CUSTOM YACHTS BY BURR BROS. to 45' sail or power can be built at their Marion, Mass., yard. Several 33' Malabar Sr. sloops and the 37' Ocean Explorer Class both Alden designs, have been built here recently. The latter, available with diesel power, is a moderate-draft boat of sea-going capabilities, with spacious accommodations. In addition to the Marion Yard and its protected marina with a full line of marine supplies, the firm operates a yard at nearby Mattapoisett, and makes styrofoam floats.

BURR BROS. BOATS, Front St., Marion, Mass.



Vocaline's new base station CUB transceiver unit

NEW VOCALINE BASE UNIT. Added to its short, range communication equipment that has become popular on many yachts and with race committees and rescue patrols, Vocaline is introducing a new base station unit, the CUB-1/MT-1. It allows substantially greater range than can be obtained with the standard JRC Transceivers. It is for base station only and is provided with a squelch. No additional antenna is required. Vocaline also has a new SJ-90 explosion-proof safety switch which provides life-time self-wiping contacts, is corrosion proof of heavy duty construction, compact, easy to install and rated to make, break and carry 300 amperes at six volts or 150 amperes at 12 volts.

VOCALINE CO. OF AMERICA, INC., Old Saybrook, Conn.

FITLER STABILIZED ROPE, of nylon and Dacron, is produced by a patented process which prevents it from unlaying when cut with a knife, as ordinary rope of these materials is particularly prone to do. This quality greatly helps in making a good job of splicing or decorative ropework with Fitler ropes.

Fitler Polyethylene rope, of bright yellow color, is popular for ski-tow work, as it floats on the water, making it easy to see and keeping it out of the propeller. Water Ski ropes come in 75' units of quarter-inch line, with hardwood handles. Fitler stabilized Nylon starter rope is another popular product.

EDWIN H. FITLER CO. Depereaux and Milnor Sts. Phila-

EXPORT
120 Madison Avenue
Detroit 26, Mich.

**CROWELL
DESIGNS**

Manufacturers of
MARINE AND INDUSTRIAL
SPECIALTIES

2106 Bridge Avenue

Phone TWInbrook 2-0268

Point Pleasant, N. J.

Boatings Finest, Most Compact Automatic Water System

MODEL FAS

**Exclusive!
POSITIVE
DISPLACEMENT
MONEL SHAFT
PUMP**

**USES
STANDARD
HOUSEHOLD
FAUCETS**

**Exclusive!
"AIR SEAL"
PRESSURE
TANK**

Install it anywhere aboard . . .
above or below fresh water tank
. . . in any position . . . one
unit is more than adequate for
both hot and cold water supply.



Factory installed by most of America's
leading stock and custom builders. Uni-
versally accepted by marine architects,
this is the only water pressure system
specified by the Bureau of Ships for
Navy and Air Force craft up to 94 feet.

**SPARK PROOF
SPLASH PROOF
LOW CURRENT
CONSUMPTION
CROWELL
MOTOR**

**"DRY TANK"
SHUT-OFF
SAFEGUARDS
UNIT**

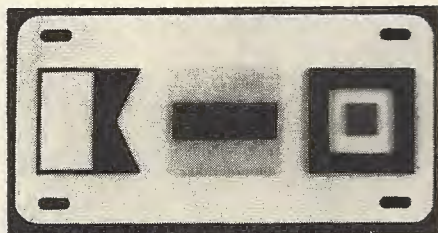
**Exclusive!
BUILT IN
MONEL
STRAINER**

Literature on Request.

BOATLIFE FINISHES are a product of Maurice L. Condon Co., which is also a supplier of boat building lumber to professional and home builders. Boatlife Plastic Finishes available in a choice of colors are described as tough, elastic and waterproof, resistant to damaging chemicals and a fire retardant as well. The Boatlife line also includes Plasticlear, for bright work; flat and gloss white and ivory; two types of Metal Primer for different metals; anti-fouling bottom paint. Other Condon products are Plastic Canvas Seal, for waterproofing tarps, tents, awnings, etc., and Boat Vinylife, a copper vinyl anti-fouling bottom paint.

MAURICE L. CONDON CO., 250 Ferris Ave., White Plains, N.Y.

Ready for fun in a
16' Olympia, made
from a U-Mak-It kit



For a nautical touch
on your automobile.
JAMES BLISS &
CO., 342 Atlantic
Ave., Boston 10,
offers this 4" X
8" code flag initial
bumper plate. Price,
\$3.95

U-MAK-IT BOATBUILDING KITS were among the first of these finish-it-yourself combinations that caught the fancy of the boating (and would-be-boating) public a dozen or more years ago and started the boom for home-completed small craft. Expanding with the growth of the kit business, U-Mak-It rounded out a line of boat kits which includes a wide choice of types and sizes.

U-MAK-IT PRODUCTS, Box 569, Deland, Fla.

SPECKLER FIBERGLASS TANKS for fuel and water are molded in stock sizes and shapes from nine to 80 gallons, and custom-made in any size and shape. Special shapes to fit such places as in the bilges and up under the foredeck make maximum use of otherwise waste spaces. Being translucent, they show the level of their contents without gauges or measuring sticks. For water, fiberglass keeps its contents clean and fresh for long periods. For fuel, one advantage is that the plastic tanks are non-conductors of electricity.

SPECKLER & SON CO., Plastic Prod. Div., 22 Jones St., New York 14, N.Y.



U-Mak-It Building kits include outboard cruisers like this 21-footer with two berths, galley and head



The BOAT SHOW in Print



General Marine's 17-ft., 9-in. Namdrah model Speedliner

GENERAL MARINE OFFERS VARIED LINE. General Marine will produce 33 models of Speedliner hulls for 1959. Seventeen are family runabout models suited for outboards from 5 to 70 hp. Four models are available modified for inboard engines. Self draining motor wells can be supplied with all models at additional cost.

Five fiberglass Speedliners are available, of which three are new 17-footers with 6-ft. beam.

Two new 20-ft. boats will be announced shortly.

Six boat kits will be made for the coming year. In the popular "18-ft. class" there is a deluxe outboard or inboard cruiser kit having 7-ft., 6-in. bunks and cabin headroom measuring 4 ft., 2 in. This cruiser kit features light weight, sturdy construction, trim lines and ease of assembly.

A variety of Speedliner hulls is offered for various types and classes of outboard racing.

Also available will be water skis in finished or kit form, fiberglass and resin and plywood sheets.

GENERAL MARINE CO., 6th & Oak Sts., St. Joseph, Mo.



The Topper 20'6" family outboard cruiser, with folding top

TOPPER OFFERS 3 MODELS, an open utility, a semi-enclosed hard-top and a full family cruiser, in its 20'6" o.a., 8' beam hull for 1959. The basic boat is a V-bottom with half-inch marine plywood bottom, mahogany decks and trim and ample freeboard. Single or twin outboards will give her up to 30 m.p.h.

The Utility is an open boat except for a short deck and windshield, and sells at \$1248. The Hardtop, priced at \$1848, has mahogany-framed shelter and a big cockpit. Under the shelter are upholstered seats and back rests for four, with mattresses which convert them into bunks for two people. The Cruiser, at \$2499, has full length bunks, dinette, complete galley, water tank, alcohol stove, toilet, full length clothing locker, sliding side windows and comes complete with lights, wiring and switches.

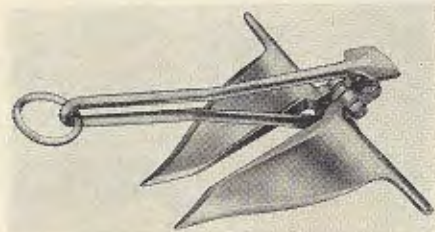
TOPPER BOAT CO., 5816 Ritchie Hwy., Baltimore 25, Md.

PIONEER FOLDING BOATS include the 14'6" single-seater, 17' double-seater paddle or sailing canoe, and a 13' by 4'1" boat which can be used either with outboard power up to 10 hp. or, with leeboards and 81-ft. sloop rig, as a sailboat. All take down into portable components packed into two or three handy bags.

Prices run from \$255 for the single-seater kayak to \$675 for the complete sloop with sails.

PIONEER FOLDING BOATS, 206 East 86th St., New York

Benson's Anchor has a double shank and sliding ring



BENSON'S ANCHORS are designed to be snag-proof. On a direct pull they dig into the bottom and hold like any other anchor. However, if the flukes get caught under a rock, snag or other bottom obstruction, it is only necessary to reverse the pull by running the boat up against wind or current. This causes the ring to slide up the stock and the anchor is backed out of the entanglement.

Other Benson products include the Ben-Lok Deck Chock, a self-locking device that holds the anchor on deck; the Life Saver Anchor Davit, which holds the anchor out over the bow, ready for instant dropping, and a Free Running Anchor Line Guide, for running the rode around windshield or other deck obstruction.

BENSON'S ANCHORS, INC., 316 So. Orchard Rd., Syracuse, N.Y.

Bendix electric fuel pump delivers more than 30 gal. per hr.



BENDIX' ELECTRIC FUEL PUMP is capable of delivering more than 30 gal. per hour. Two or more pumps can be manifolded for greater capacities. It consumes 1.1 amps (6 volts) at maximum fuel delivery and weighs 1 lb., 13 oz. A two-bolt mounting is said to make installation easy. No adjustments are necessary; the tamper proof electrical system is permanently sealed in gas, insuring maximum life.

The Bendix pump is said to assure a smooth dependable supply of fuel under pressure even in hottest weather, thus eliminating stalling, burned out valves and vapor lock. Because it delivers a full supply of fuel as soon as the ignition key is turned, this pump is claimed to permit engine starts at temperatures 10 to 15 degrees lower than would otherwise be possible.

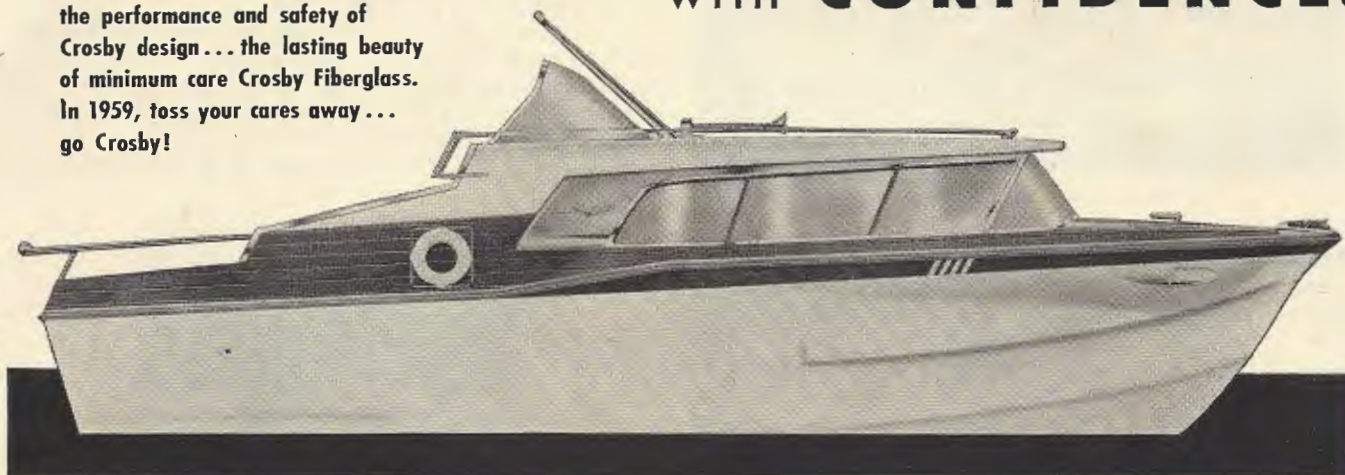
BENDIX AVIATION CORP., ECLIPSE MACHINE DIV., Elmira, N. Y.

MERRIMAC CRUISERS in 32', 38' and 44' lengths are built by Manson Boat Works. The 32' Express Hardtop has a 14' long, one-level cockpit and sleeps four in two cabins, while the Sedan 32 has two arrangements, sleeping four or six. Single or twin power available up to 450 hp. The 38' Express sleeps six and the Sedan six or eight. The galley is roomy and power ranges up to 550 hp., as it does in the 44-footer, although in both twin 170-hp. Chryslers are standard. Express, sedan and double-cabin 44-footers are available, with such luxuries as electric cooking and refrigeration and automatic oil heat.

IN 1959 *GO* - Crosby®

Put your confidence in the durable strength of Crosby construction... the performance and safety of Crosby design... the lasting beauty of minimum care Crosby Fiberglass. In 1959, toss your cares away... go Crosby!

with **CONFIDENCE!**



ANNOUNCING THE NEW

Antigua

featuring
ELEVEN
other
models

New in concept, new in design... the Antigua, a Crosby fiberglass-first, provides cruising luxury for four in 27' 8½" * of gracious hospitality and adventurous spirit. Built-in safety and minimum maintenance, too.

*Outboard — 25' Inboard Model.



VOYAGER
blazing new trails in live-aboard ease in 19'



BAYCOMBER
spacious 19' for adventure unlimited



RANGER
18' of big outboard performance



CRUISETTE
thrifty cruising in 17'10" of compact comfort



FISH-N-SKI
16'7" of rugged, roomy sports fun



CAPRI
comfort-planned 16' family runabout



SEAQUIN
16' of all-weather versatility



SWEPTFIN
14'3" of sleek speed thrills



HURRICANE
runabout-style and speed in 14'



ANGLER
wide open utility in 14 sturdy feet



SPORTSMAN
14' of agile speed and stability

Crosby®

AEROMARINE
GRABILL, INDIANA



The BOAT SHOW in Print



A 1959 Wizard fiberglass runabout

WIZARD FIBERGLASS BOATS. The new Bolero fleet has been added to the Wizard Boats Inc. line that also includes the Malibu 14, Marlin 17 and Viscount and Contessa 20 series. In the Bolero fleet there is the standard low-priced Pescador, the Phaeton, and the deluxe Imperial. Speeds are said to be limited only by horsepower, with the boats capable of handling the largest outboard motors made while providing a smooth, controlled ride. The boats, made in plants in Costa Mesa, Cal. and Dickson, Tenn., are put through rigid tests under varying conditions to arrive at a final design.

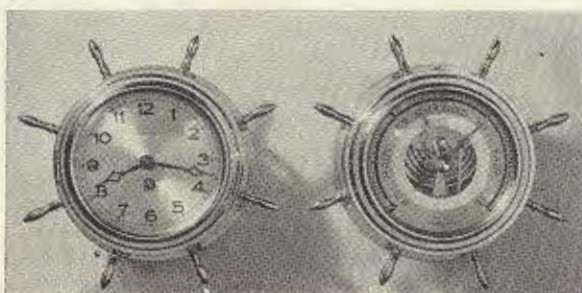
WIZARD BOATS INC., P.O. Box 246, Costa Mesa, Cal.



Garelick cruiser swimming ladders

EEZ-IN MARINE PRODUCTS. Boat ladders, helmsman seats, swivel boat seats and yacht chairs as well as masts, flagpoles and Scotchlite letters and numbers are among the marine accessory products of the EEZ-In line made by Garelick Mfg. Co. The manufacturer states that there are more EEZ-In boat ladders in use than all other brands combined, with a model for any boating application. The ladders come in hook-on type or can be attached to a special fitting on the side of the boat and are straight or folding depending on the size of the boat and the application. The yacht chairs and "Mitey Mate" deck chairs come in a choice of color combinations.

GARELICK MFG. CO., 644 Second St., St. Paul Park, Minn.



SALEM CLOCK CO., 51 East 42nd St., New York 17, N. Y., offers a wide choice of clocks and matched clock-barometers sets, one of which is this combination of the Regatta 8-day clock at

ALLCRAFT TANKS are one of the many types of products of the Allcraft Mfg. Co. widely used for marine applications. Fuel and water tanks of Monel, nickel alloy and other suitable materials are made in all sizes and special shapes, to order, and also in standard shapes and sizes where such can be used. Allcraft also produces mufflers, buckets and other types of yacht and boat equipment.

Allcraft's new Seafarer Test Tank has been designed especially to accommodate the new high-powered outboard motors. Measuring 48" x 60" x 48" it comes complete with overflow, drain, fill fittings and mounting brackets. It has interior baffles to reduce cavitation.

ALLCRAFT MFG. CO., 27 Hayward St., Cambridge 42, Mass.

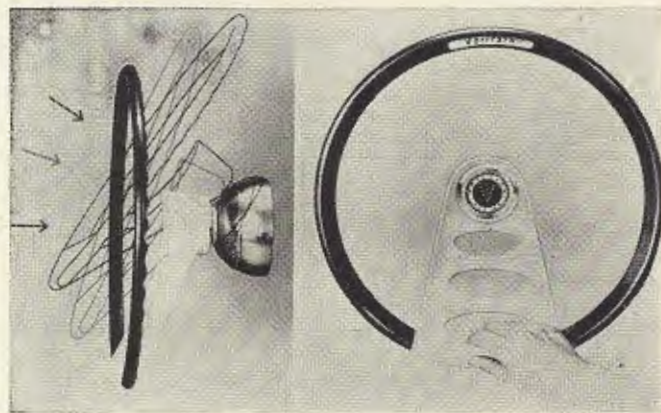


All Fram diesel fuel oil filter cartridges now come packaged in dust-proof polyethylene bags to assure customers that cartridges will remain free of dust and contamination. Package includes application and installation instructions.

FRAM CORP., 105 Pawtucket Ave., Providence 16, R.I.

A UNIVERSAL STEERING WHEEL MOUNTING for outboards and other power craft is a new product in the Vollrath line of marine hardware. The wheel is mounted so it can pivot through a 35-degree angle, and the shaft length is also adjustable 3" in and out. When the most comfortable position is determined, two bolts lock the wheel in place until a different driver wants to change it to suit himself. This feature is offered in a new Vollrath single-spoke wheel, as illustrated.

THE VOLLRATH CO., 1236 No. 18th St., Sheboygan, Wis.



The Vollrath adjustable-angle steering wheel, as shown at left, is available in the single-spoke pattern seen at right.

SIX SLICK RUNABOUTS make up the 1959 line of craft announced by Slick Craft Boat Co. Feature of the new series is the Capitan 17-footer designed to seat six and sleep two. Five other Slick Craft models include the 17' Sportsman, two 16' runabouts with molded plywood hulls and two molded fiberglass boats. Optional custom accessories include convertible top, curtains, speedometer, cover, etc.

SLICK CRAFT BOAT CO., 791 Washington Ave., Holland,

HERE FOR THE FIRST TIME!



*The Fun of Boating ...
Spelled Out in One
Complete, Easy-to-Grasp Book!*

**160 PAGES
PROFUSELY ILLUSTRATED**

What You Should Know About Boating •
Safety Afloat • Cruising America's Waterways •
Skin Diving and Water Skiing • The Woman's
Angle • Gas Tax Refunds • Digest of
State Boating Laws • Radio-Weather and
Ship-to-Shore • Tide Tables in Your Area.

***PLUS* 163 Additional
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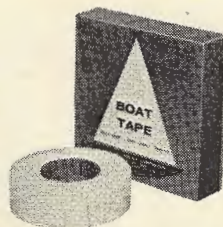
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1959

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Complete yachting facilities from Norfolk via the Intracoastal through Florida to New Orleans.

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Complete information on protected water cruising from Boothbay Harbor to Hampton and Richmond, Va.

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Covers yachting facilities from New York via Hudson and connecting waterways to Montreal and Port Huron, including both shores Lakes Erie and Ontario.

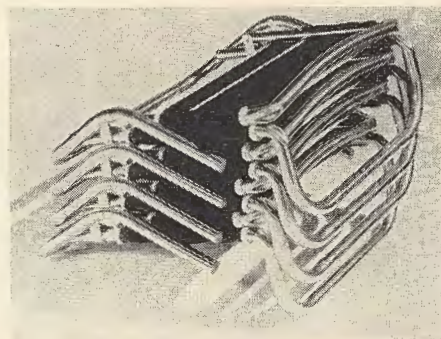
The BOAT SHOW in Print



FOLDING CHAIRS AND TABLES for pleasure craft are a specialty of the **TELESCOPE FOLDING FURNITURE CO.**, of Granville, NY, two of whose many products are shown here

Telescope's most popular wooden chair is their No. 1189 of hardwood frame and canvas seat and back in a choice of colors

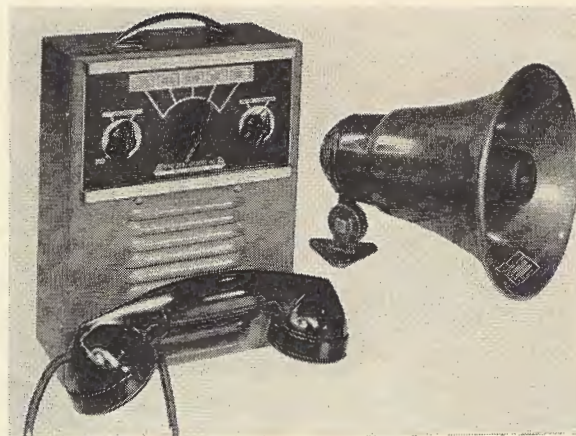
The aluminum-framed No. 4210-type folds up into a small space. Rubber leg tips protect the deck



TWO NEW MODELS BY RAY JEFFERSON. Ray Jefferson, Inc., announces the addition of two new models to their line of radiotelephone equipment. Model 875 features remote-channel switching, and has a 75-watt power input rating. Model 865, rated at 65-watts power input, is designed for 12 or 32-volt operation. Both have provision for installation of RS 108 Deck Calling Loudspeaker.

Six different radiotelephones are now offered by this firm in power from 35 to 150 watts, in addition to their direction finders and marine antennas.

RAY JEFFERSON, INC., 40 E. Merrick Rd., Freeport, N.Y.



Model RS-112 Remote Control Unit for Ray Jefferson Model 875, 75-watt radiotelephone has built-in tuning motors and magnetic clutch controls. Model RS-108 Paging Speaker is an accessory.

NEW PENOBSCOT BOAT. Penbo for 1959 has added a new model to its lapstrake line—a 17-footer built and finished as a sister ship to the standard 20-ft Penbo Sea-o-ramic and Penbo Cruise-o-ramic. The new model is fully equipped with chrome bronze fittings and steering rig installed. The builder offers options in canvas work, a toilet and inboard power.

DIFFERENCES—DO YOU?

YOUR BOAT'S ENGINE



Uses a **propeller**—tendency for propeller to slip.



Can **only develop** power gradually to avoid excessive propeller slippage.



Operates over long periods of time at constant speed—at set throttle.



Does not operate daily—may be idle for long intervals—time for gum to form in tanks and fuel lines.

YOUR CAR'S ENGINE



Uses **wheels** in contact with ground—no slippage.



Can **develop** high power at low speeds due to positive contact with roadway.



Stops and goes—speeds up and slows down—does 60 one minute, 20 the next.



Operates nearly every day—fuel replaced more often—gum formation no problem.

NATURALLY, to get the best possible performance from your boat or your car, you *must* use a fuel specifically designed for each.

That's why, 25 years ago, Gulf introduced the first fuel refined especially for marine use . . . Gulf Marine White Gasoline. Its acceptance was immediate.

Improved through constant research, it is today

still the first choice of experienced boat owners.

Recent advances in marine engine design have created the need for a new, higher octane *marine* fuel with all the essential properties of a true marine fuel, *plus* maximum performance for your boat's engine.

Gulf has met this need without compromise, and now proudly announces . . .

THE GREATEST ADVANCE IN MARINE FUEL SINCE GULF MARINE WHITE!



SPORTSWEAR BY ABERCROMBIE & FITCH CO.

GULF
SUPER
MARINE

THE FIRST AND ONLY TRUE MARINE PREMIUM GASOLINE

Maximum Performance For All Marine Engines

Now Gulf brings you the finest marine gasoline ever to fill a fuel tank afloat . . . new Gulf Super Marine.

It's the first and only premium fuel developed especially for marine engines . . . a *true* marine gasoline that *forms no gum*.

• Gulf Super Marine is the highest octane marine fuel available. You get *all* the safe power and per-



Gulf
super
MARINE

**MICRONIC
FILTRATION**
FOR YOUR SAFETY

Full protection for engine and fuel system

- cleanest burning—no harmful engine deposits.
- forms no gum in tanks, lines, or carburetor.
- exclusive Gulf formula prevents spark-plug fouling.
- guards against rust formation.
- controlled low vapor pressure cuts evaporation loss, prevents vapor lock.
- combats carburetor icing.
- micronically filtered for your extra safety afloat.

QUESTIONS AND ANSWERS ABOUT NEW GULF SUPER MARINE

Q. Where and when will new Gulf Super Marine Gasoline be available?

A. At many Gulf Marine dealers' in time for the 1959 boating season.

Q. Besides new Gulf Super Marine, are there any other *premium marine* gasolines available to boat owners?

A. No—none that are premium in quality and made especially for marine engines.

Q. Can new Gulf Super Marine Gasoline be used in outboard motors?

A. Yes—both Gulf Marine White and new Gulf Super Marine give maximum performance in all makes of outboard engines.

Q. Is new Gulf Super Marine a high-octane gasoline?

A. Yes—new Gulf Super Marine Gasoline has the highest octane rating (by the more severe Motor Method) of any true marine gasoline.

Q. Does new Gulf Super Marine or Gulf Marine White form gum in boat tanks or fuel systems?

A. No—Gulf Marine gasolines are inherently stable and do not form gum.

Q. Do "doctored" automobile gasolines form gum in marine use?

A. Yes. Additives in less stable automobile gasolines only *slow down* gum formation.

Q. Does new Gulf Super Marine Gasoline contain lead?

A. New Gulf Super Marine contains a very small amount (less than 1 ml./gal.) of lead as part of a *special Gulf antiknock compound*.

Q. What is meant by a true marine gasoline?

A. A gasoline that is made especially for marine engines and the conditions under which they operate. Not an automobile gasoline rebranded or "doctored" for marine use.

NOW...TWO GREAT GULF MARINE GASOLINES



**GULF
MARINE WHITE**



**NEW GULF
SUPER MARINE**

GO SAFELY  GO GULF

The BOAT SHOW in Print



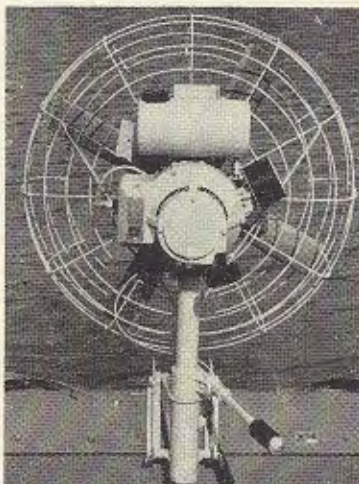
3M's new adhesive EC-1159 applied between the planks in every seam of this lapstrake boat makes her watertight

3M SEALER DEMONSTRATION. To demonstrate the adhesive qualities of its new elastic water-resistant sealer, EC-1159, the Adhesives, Coatings and Sealers Div. of Minnesota Mining and Manufacturing Co., recently had all metal fastenings removed from a lapstrake boat in which the sealer had been used between all plank laps. The boat was then run at top speed, held together only by the 3M sealer. It did not leak. Sealer EC-1159 is a chemically curing material which vulcanizes to both side of the planking lap seam in which it is applied and not only prevents leaks but in a sense makes the boat practically a one-piece structure from keel to gunwale, the 3M people say. It remains flexible and watertight over a long service life, at temperatures between 40 below zero and 225 deg.

MINNESOTA MINING & MFG. CO., 411 Piquette Ave., Detroit, Mich.

KLEECO STEEL DOCKS are made in three types by the Klein Steel Co. Their Skipper model is light in weight, for easy handling, intended for individuals or small installations, with 8' long sections of 16-ga. steel. The Triton model for larger vessels at yacht clubs, marinas, etc., is of 11 ga. steel, in 10' lengths 2' or 3' wide, and can be erected on pipe or other piling at 20' intervals. Kleeco Floating Steel Docks are of pontoon type requiring no piling and adjusting to fluctuating water levels. All three types adapt themselves to all sorts of shape combinations for piers, finger piers and floats, have non-skid surfaces, and are durably built.

KLEIN STEEL CO., 432 N. Buckeye St., Bellevue, Ohio



Airboy outboard air-drive engine

AIR-DRIVE PRODUCTS BY AIRBOY. Included in the Airboy air-driven marine equipment offered for 1959 are a 5-hp. outboard engine with four-blade 26 in. propeller; a 2-hp. model weighing but 38 lb., a 14-ft. aluminum boat driven by a 65-hp. Continental aircraft engine and said to be able to carry four passengers and to attain speeds up to 35 m.p.h. and a 19-ft. step hydroplane with Lycoming 190-hp. engine with a capacity of ten adults and a top speed of 55 m.p.h.

AIRBOATS, INC., Box 2255, 3323 N. Florissant Ave., St.

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The World's Only VISUAL PORTABLE RADIO DIRECTION FINDER

with... **EXCLUSIVE** **COURSE**
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and... **POSITIVE To/From Guide**

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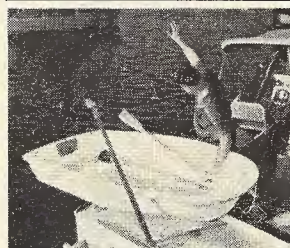
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Yachtsmen and importers of boats are offered our services concerning design, supervision and our contacts with leading Scandinavian yards for newbuilt quality yachts of any size and kind.

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6'10 1/2" in Length

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THE MINIMUM DINGHY

- Smallest and lightest practicable working dinghy.
- Tow or carry on deck.
- Designed to tow easily.
- 45 lbs.
- Made of fibreglas.
- Unsinkable by air tanks.
- Styrofoam flotation.
- 3' 7" beam.
- Ample freeboard to carry a good load.
- Vinyl rubrail, outboard motor mount included.

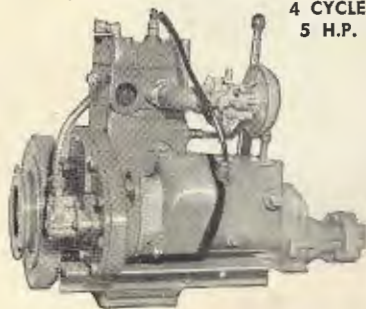
AERO-NAUTICAL BOAT SHOP, INC.

KERMATH

THE MOST COMPLETE MARINE
ENGINE IN ITS FIELD

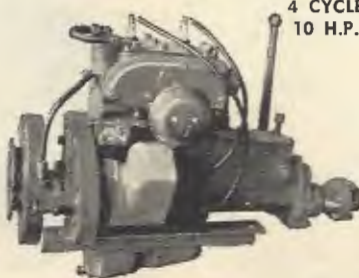
SEA PUP

4 CYCLE
5 H.P.



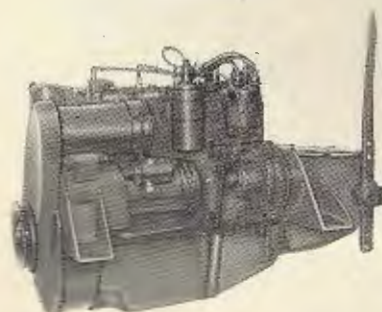
SEA TWIN

4 CYCLE
10 H.P.



SEA CUB

4 CYCLE
25 H.P.



These all marine inboard engines are light in weight, power packed and designed exclusively for small motor boats and auxiliaries up to 36'. Sturdily built of precision machined parts. Permanent installation is simple — compact design needs minimum space.



Can be equipped to meet your requirements. Starter, generator, reverse and 2.5 to 1 reduction gears optional.

Complete engines or spare parts may be ordered directly or through your dealer.

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BALLANTINE

WHITE HORSE PIKE



INDUSTRIES

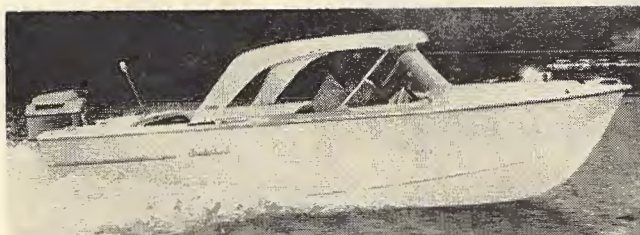
ABSECON, N. J.



Said to be unsinkable and easily righted when capsized, the 12'3" Dolphin with fiberglass hull and 75 ft. of sail, can furnish sailing fun for the family. It sells for \$399.50. PLASTINETTE PRODUCTS CORP., Box 9032 Allandale Sta., Austin Tex.

TRAILORBOAT ENGINEERING lists 15 aluminum and 10 fiberglass boats in a recently received fleet roster. The aluminum craft start with an 8', 70-lb. model selling for \$150 and using motors up to 5 hp. and run up through the 16' Ski-Master with 6½' beam, using up to 40 hp., and selling for \$630. Trailorboat's newer plastic line includes a 12'3" 135-pounder for \$259; three 14'3" and three 15'4" models in various arrangements and finishes, at prices running up to \$1065, and three 18-footers including a cruiser.

TRAILORBOAT ENGINEERING CO., 923 Francisco Blvd., San Rafael, Cal.



BOCK BOATS, INC., of Toledo 2, Ohio, molds four all-fiberglass boats, an open 14-footer (above) a roomy craft that is also available in a sailing model, and 19', 21' and 23' cruisers, optionally inboard or outboard-powered. A 19' Bock Explorer cruiser (below) with two 35-hp. outboards made 27 m.p.h.





MAGNOLIA BOAT MFG. CO., Box 230, Vicksburg, Miss., has added this 16'4" Barracuda, designed for twin engines and with a novel back-to-back seating arrangement, to its line of plastic molded boats, which also includes 15', 16' and 21' boats

SPAN-FLITE 14-FT RUNABOUT has been added to Span America Boat Co.'s new line of fiberglass sports boats. A scientifically designed hydrofoil hull and seat placement is said to give a new weight distribution which results in better planing, a faster ride, and sharper turning. Also available from this firm are the 14' Span Jet and the 15' V.I.P. in the runabout class, and a 17'-footer in three models.

SPAN AMERICA BOAT CO., INC., Fort Dodge, Iowa



Span Flite 14-footer is equipped with windshield, bow and stern lights, steering wheel and controls and step pads

A NEW LINE OF WATER SKIS is announced by Sterling Products. Medium priced and available in either painted or clear finish, the line features solid ash skis in 11 basic models. Junior-size bindings are available. A companion accessory is a ski tow rope of polyethylene. Other products from Sterling include ski cases, fenders, boat and motor covers.

STERLING PROD. CO., INC., Marine Div., 180 E. 6th St., St. Paul 1, Minn.

MORADCO ELECTRONIC MARINE TACHOMETERS for outboard motors are completely transistorized and use mercury cells to provide a full boating season of operation.

This tachometer operates by counting the frequency of the alternator on Mercury electric-starting motors and the magneto pulses on Johnson, Evinrude and manual starting Mercury motors.

MORROW RADIO MFG. CO., Box 1627, Salem, Oregon



The SELLECK WATER-CYCLE CO., NW 2nd Ave. and 15th St., Boca Raton, Fla., now builds this 4' long, 50-lb. Shrimp model, for children under 10, similar to its 6' and 8' models for 'teen-agers and adults. Finished or in kit form

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QUALITY



BIGGEST LITTLE BOAT ON THE MARKET

Eight and one-half feet of sturdy boat with a load capacity that will amaze you — versatile — use with oars, paddles, sails or outboard motor — use for yacht tender, life boat, sail boat and general utility craft — always light, dry and ready-to-use.

Famous GRUMMAN Construction

Can be fitted for ("G") Class Sailing

(50 sq. ft. sail area) Phil Rhodes Design

19-ft. "G-19" Sportsters; 15-ft. Deluxe Runabouts; 15-ft. Sportboats; 14-ft. Fisherman; 14-ft. Jr. Runabouts; 12-ft. Cartoppers; 8½-ft. Rhodes Designed Dinghys; 12 Models of Canoes from 13 to 20-ft.

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A Product of the World's Foremost Builder of Amphibious Aircraft

GRUMMAN BOATS, Inc.

South Street, Marathon, N.Y.

first and finest in aluminum watercraft

A WINNER THE DICKERSON "26"

26'6" x 21'6" x 8'6¾" x 3'0"

350' sail area

6,000 pounds displacement

App. CCA rating 20.3

Lead keel; Philippine mahogany planking over white oak frames, everdur fastened. Hollow sitka spruce spars; stainless steel standing rigging. Sleeps 3 or 4 comfortably on 4½" foam rubber. Complete galley.

ORDERS MUST BE PLACED NOW TO INSURE SPRING 1959 DELIVERY.

On display at yard at all times.

STANDARD BOAT \$5,950.00

DICKERSON BOATBUILDERS, INC.
CHURCH CREEK ROAD, CAMBRIDGE, MARYLAND

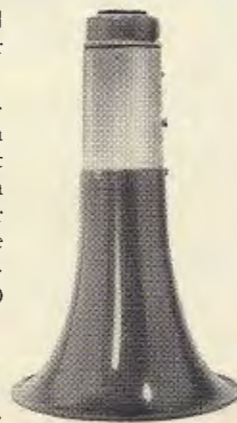
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GUEST CHIEF—The lowest-priced 100% self-contained transistorized power megaphone on the market.

Push-pull power transistors in a special circuit provide maximum speech intelligibility. The transistor circuit offers real power with low battery drain and light weight plus durability. For the best results, get the CHIEF, the newest, advanced design power megaphone available. \$57.50

For the best buy Guest marine products.

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RARITAN ELECTRO-CHEMICAL CHLORINATOR SOLVES ALL MARINE TOILET PROBLEMS

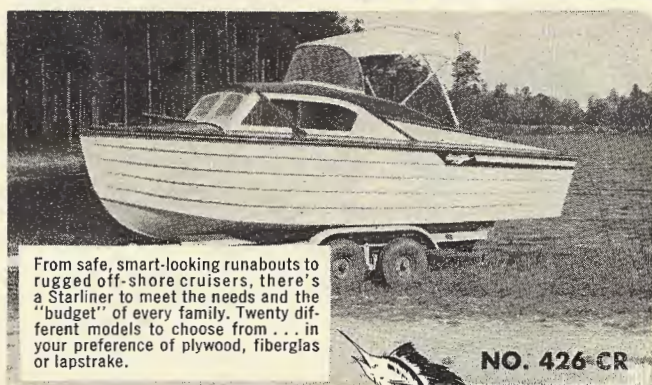
- **THE ONLY CLOG-FREE UNIT**
Clog-free because it doesn't depend on chemical breakdown of mass.
- **USES POSITIVE MECHANICAL ACTION**
Removes 99% of bacteria; all odors. Eliminates unsightly waste.
- **NEEDS LESS THAN A MINUTE FOR THOROUGH ACTION**
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From safe, smart-looking runabouts to rugged off-shore cruisers, there's a Starliner to meet the needs and the "budget" of every family. Twenty different models to choose from... in your preference of plywood, fiberglass or lapstrake.

America's finest "budget-priced" boats
bear the STARLINER sailfish emblem
Priced from \$310.00 f.o.b.

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SHEARWATER III *planing* CATAMARAN

L.O.A. ... 16'6"
Beam ... 7'6"
Sail Area ... 160 sq. ft.
Total weight ... 285 lbs.
Over 650 of these boats
already delivered.

PRICE WITH
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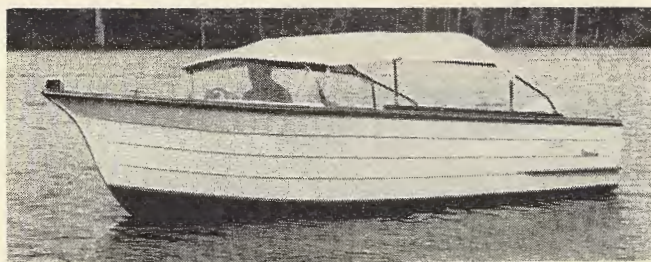
The BOAT SHOW in Print



The Luger 16' Biscayne runabout, built from a \$229.50 kit

LUGER BOAT KITS embrace a wide variety of sizes and models of outboard hulls, in the 8' to 18' size range. One of the largest and most elaborate is the Saratoga cabin cruiser, of 18' gunwale and 17'2" o.a. length, said to make nearly 30 m.p.h. with a 40-hp. outboard and also suitable for inboard power up to 90 hp. The basic kit is priced at \$576, delivered. At the other end of the size scale in a fleet that includes more than 30 models are an 8' pram for \$41.75 and the 12' Kingfisher for \$64.50.

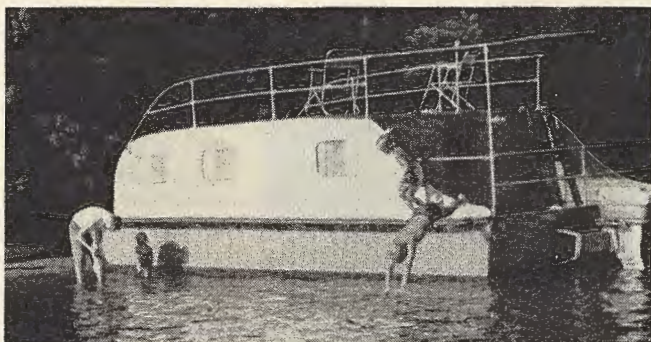
LUGER INDUSTRIES, INC., 9200 Access Rd., Minneapolis 20, Minn.



RANSOM E. SHOUP & CO., Ahoskie, N.C., announces four new outboard and two inboard boats for 1959, one of which is the 17' Princess, shown here, priced at \$1095. Other new Shoup outboard boats are the 16' Congressman for \$795; 18' Empress for \$1495; and 19' Statesman for \$1595. The two inboards are 20' cabin models, of 60-225 hp. and at \$2995 to \$4395

INLAND WATER TYPE HOUSEBOATS built by the Dreamboat Mfg. Co. are the 25' Vacationer and 30' Sunliner. Both have "summer cottage" accommodations for four. The Dreamboats are of sheet plywood construction covered with fiberglass and resin. Both use outboard power, and with a 35-hp. motor the Sunliner is said to make 10 m.p.h., the smaller Vacationer 12-14 m.p.h. Fully-equipped galleys, showers, double circuit lighting systems for dock-side 110-v. or ship's supply 12-v. current, pressure fresh water system and other conveniences make life aboard these craft comfortable, and 6" draft permits them to go, or land, almost anywhere.

DREAMBOAT MFG. CO., Box 212, Guntersville, Ala.



The BOAT SHOW in Print



The new Roco Model 303-NML direction finder may be used in the hand or rotated on the 360-degree azimuth base

ROCO MODEL 303-NML NEW RDF. Going beyond the usual audio and visual null indications, with bearings obtained relative to the ship's heading, Robinson & Co. furnish a magnetic steering bearing to the source of the radio transmission in their new Roco model 303-NML marine radio direction finder. This is accomplished by the incorporation of a magnetic compass in the direction finder itself. Features of the Roco include plug-in power supply from ship's battery or internal batteries and a battery condition indicator. The 303-NML is \$169.50.

ROBINSON & CO., 731 West 129th St., Gardena, Calif.

Clamshell and Quahog sailing prams, 8' and 10' in length, are available either plywood or translucent Alsynite fiberglass sheet, with Dacron sails by Ratsey or Hard. Prices run from \$175 to \$325. CASCO BAY BOATS, Woodstock, Vt.



INVADER BOAT CO. is a newcomer to the field, with a line of fiberglass boats that will include 14', 16' and 17' models for 1959. First boat of the line in production, and already well tested out, is the 14' Invader Forty, described as a rakish runabout with chrome ornamented fins and sculptured foredeck. She is rated for outboard power up to 40 hp. The Invader Eighty, rated for up to 80 hp., is a 17-footer able to carry a big passenger load.

A new factory is geared up for production. INVADER BOAT CO., Giddings, Texas.



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MARINE FLAGS

Specify DURA-LITE Nylon Flags for outstanding strength, beauty and flyability. Specify BULLDOG for rugged cotton bunting flags.

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Marine Flags of every description — finest workmanship — made to last.

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8-Day, 24-hr. & 12-hr. dial, sweep sec. Phenolic case weather tight. 6-in. dial. Reg. \$89. SALE \$57 8½ in. dial. Reg. \$104. SALE \$65

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8-Day, 4½-in. Solid brass, screw bezel case. Choice of new M. LOW or reg. Navy Dial. Reg. \$99. SALE \$41.25

USN 7½-in. Pelorous. For Sun and Star Azimuths and bearings. Overall 12 in x 12 x 11. Reg. \$150. SALE \$49.



Sextant, U.S.N. mark 2 with micrometer drum; 6x30 telescope. 1 yr. guar. Reg. \$275. SALE \$125.

Chronometer Watch (Un-mounted). Hamilton high quality. 1 yr. guar. Reg. \$120. SALE \$79.



All clocks are 8-Day CHELSEA or SETH THOMAS Govt. spec. jeweled movements. Guaranteed one year. Fed. tax incl. Dealers: CHELSEA Ships Bell Clocks & Barometers—Hamilton Chronometers Repairs to All Ship Clocks, Chronometers, Sextants and all other nautical instruments. Reasonable. Visit our Booths C157, 158 & 159 Jan.—N.Y. Coliseum Motor Boat Show.

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DAVITS

by Capt. John of course...



THE WORLD'S LARGEST PRODUCER OF BOAT DAVITS

12 models



CAPT. JOHN'S MARINE HARDWARE

P. O. BOX 92 • WETHERSFIELD, CONNECTICUT

HACKENSACK

QUALITY CABLES FOR EVERY BOATING USE

Only the best grades of metals and plastics go into the manufacture of Hackensack cables. All manufacturing operations are performed within Hackensack's own factory under completely coordinated quality control. When you insist on Hackensack cable, you and your boat get the best that money can buy at any price.

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VINYL or NYLON-Covered
Preformed Galvanized Aircraft
Steel Cable—1100-pound strength
and—
NYLON-Covered Stainless
Steel Cable—1000-pound strength

WINCH CABLES

Extra-flexible for boat
trailers, anchors and other uses

DOCK HOIST CABLES

Galvanized Steel, Stainless Steel,
Plain or NYLON-Covered

LIFE LINES

White VINYL-Covered Stainless Steel

SAIL BOAT RIGGING

Stainless Steel, Monel

ANTENNA

Bronze—plain or vinyl-covered

SAILMAKERS CABLE

Special finish VINYL-Covered
Stainless Steel

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YACHT RIGGING BULLETIN

"Your boat deserves the best"

MANUFACTURERS OF WIRE ROPE
HACKENSACK Cable CORPORATION

101 Orchard St.

Hackensack, N. J.

The BOAT SHOW in Print



Post Marine's new 34' Sport Fisherman

POST MARINE 34' SPORT FISHERMAN. An entirely new 34' sport fisherman with deluxe cruising accommodations was designed and built for introduction in 1959 by Post Marine Co. of Mays Landing, N.J. She is carvel-planked of 15/16" mahogany over steam bent frames on 12" centers, with a 3" oak keel and generally rugged construction throughout. She hits 17 m.p.h. cruising and 22 top with twin 125 hp. engines and can take power up to twin 250 hp. She has hot and cold pressure water systems for shower and galley, a convertible dinette, and large stowage areas, galley and icebox. A flying bridge is available optionally.

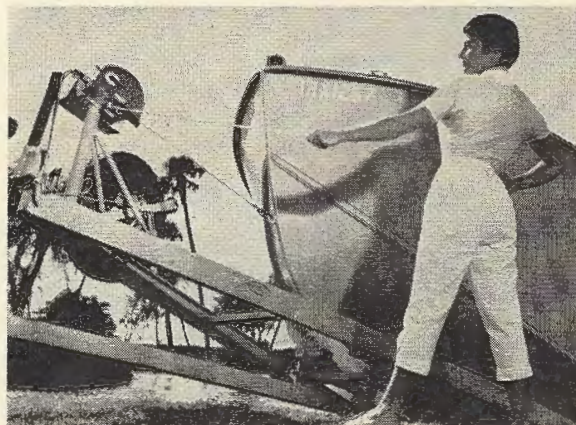
POST MARINE CO., Mays Landing, N.J.



HIMALAYAN PAK CO.,
Box 1647, Monterey, Cal.,
offers the yachtsman this
compact-folding chair with
aluminum frame and blue,
green, red, black or nat-
ural canvas seat that slips
off for machine washing

POWERWINCH REMOTE TRAILER CONTROL. An electric winch that works on a standard six- and 12-volt car battery, that weighs 25 pounds and measures 10" x 10" x 8", can be operated by pulling a string for loading and unloading. It has an aircraft type electric motor under an all-weather plastic cover and fits all popular brands of boat trailers for boats up to 3000 lbs. A brake and safety lock gives complete control of the boat at all times during launching and loading. The use of a lanyard for remote control means that one person can line up a boat and set it on the trailer properly in even the most unfavorable conditions of wind and current. It sells for \$89.50.

POWERWINCH CORP., 184 Garden St., Bridgeport 5, Conn.



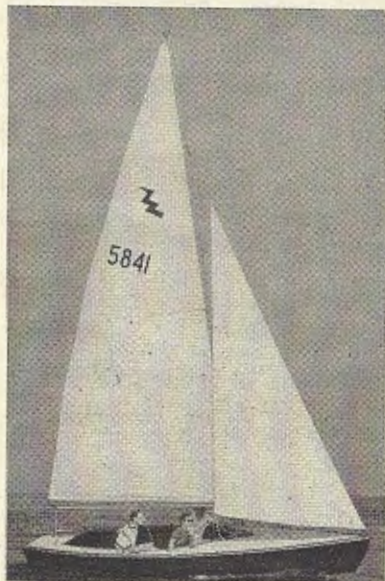
THE EFFECTIVE POWER...

of Scientific Sails in Dacron by Hard

Four years ago *Hard* Sails developed an entirely new scientific method of sailmaking. These methods entirely reversed the usual cutting standards by predetermining proper cross-sectional shapes that were most effective on different boats in different wind conditions, then, through methodical calculations, extracted the exact luff and foot curve offsets from the cross sections that would reproduce the shape.

With these methods drafts can be calculated to within 1 mm., and reproduction is almost identical.

Perhaps even more important to you as a sailor is the fact that the scientific methods can pre-determine the draft and shape requirements to the point where very little is left to chance. In other words, the right cut the first time.



The first actual sails made from these scientific designs was a Lightning suit made for Bill Cox in the spring of 1955. Bill Cox used these sails with no change in the original cut when he won the 1956 Lightning Class world championship. (He repeated his victory, winning the 1957 Internationals using a later scientific model.)

In the 1958 Lightning Class Internationals approximately 50% of the mains and jibs and approximately 80% of the spinnakers were made by *Hard*.

Each year, through research and experimentation, valuable information has been obtained to add more precision in these new methods and more speed in the sails.

Year by year, more and more major championships have been added to the *Hard* record. In the last two years alone, *Hard* Scientific Sails have been used on boats winning **17 different National, North American or World Championships** in the One Design and Meter Boat Classes plus a large percentage of outstanding victories in the cruising classes.

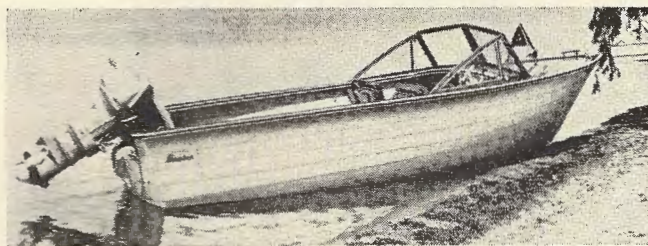
In 1956 *Hard* has also researched and developed an entirely new Spherical Spinnaker. This spinnaker was made with no center mitre. The entire shape was attained with tapered panels, made by cutting both sides of each horizontal panel to calculated curves, thus providing a built-in contoured spherical shape. *Hard* Spherical Spinnakers have maintained an enviable record from the smallest to the largest racing classes.



In the future we hope to continue our broad research program to develop new and better ways to make faster sails for you combined with the highest quality workmanship.



Hard Sails Inc.



One of Wagemaker's new Empire line of molded plastic boats

WAGEMAKER-BUILT BOATS are now offered under three brand names, each identifying a different type of construction. Wolverine boats will be of plywood and ply-lap structure; Wagemaker's aluminum boats will be marketed under the Cadillac name, and the name Empire is applied to the fiberglass reinforced plastic boats produced by the Wagemaker organization.

In the Empire line, four new molded "lapstrake-style" models are among the 10 built in glass. The 16', 18' and 20' boats of this type are deep, roomy craft with flaring, raked clipper bows. The 20-footer may be equipped for weekend use. The Empire 14' Lancer is described as "in harmony with the delta-wing school of design in Detroit."

In the Cadillac line Wagemaker offers three grades of boats—light aluminum car-toppers, fast ski-tow boats, and big, all-weather utility and sport models.

The Wolverine line includes molded, ply-lap and sheet plywood models from 12' to 19' in length and designed for a variety of uses from car-toppers to cruisers.

Wagemaker boats offer a choice of a plywood-framed high windshield, for real wind and spray protection, or a wrap-around for style.

WAGEMAKER CO., 566 Market St., SW, Grand Rapids, Mich.



Dorham's illuminated clip board

DORHAM CATALOG LISTS NEW ITEMS. Additions to the line of Dorham offerings include a lighted telltale compass for overhead mounting; 4 qt. stainless Thermos jug with spigot; chrome plated brass English horn of unusual design; lighted clipboard for making notes in the dark; big first aid kit and a Sesame keyless padlock. An inexpensive foolproof speed indicator is another new item. Dorham continues to offer their exclusive made-to-order yachting jewelry, safety belts and many other imports as well as items of their own manufacture, all of which are shown in their latest catalog which may be had by writing:

DORHAM, THE BOSUN'S LOCKER, Box 212, Noroton Heights, Conn.

FARIA ELECTRIC TACHOMETER. The new Faria marine electric tachometer has a chromium plated brass flange and waterproof, silvered, anodized aluminum case. Its dial is translucent with a red pointer and built-in lamp. This self-contained instrument can be connected quickly by running two wires to the ignition switch.

The Faria instrument is said to be especially adaptable to installations where distance or lack of a tachometer drive render cable-driven instruments impractical.

STRIKER BOATS are Holland-built of steel from designs by Philip C. Bolger, in 26', 29' and 33' sizes with twin or single gas or diesel power. The welded steel, box-keel hulls are zinc-metalized and epoxy coated inside and out. Complete cruising accommodations are installed for two in the 26-footer, four in the 29' and four or six in the 33' sizes. Prices on the Strikers range from \$7,400 for a 26-footer with single gas engine up to \$15,900 for the 33-footer with twin diesels.

Tuna towers and gin poles are standard equipment on the Strikers, as are teak cockpits designed to be ideal for working big-game fish.

STRIKER BOATS, INC., 1550 NE 23rd Ave., Pompano Beach, Fla.



Holland-built of steel is the Striker sport fisherman

AEROSONIC TRANSISTORIZED PHONE is rated at 22 watts and employs a receiver that, through the use of transistors, keeps current consumption at a very low rate, according to the manufacturer, Aerosonic Marine, Inc. Known as the Porta Marine IV, the radiotelephone is designed for small-boat owners and is said to be light in weight and to have a current consumption so slight that a standard battery can supply the necessary power for one year's operation without re-charging.

AEROSONIC MARINE INC., Clearwater, Fla.

Aerosonic Marine's "Porta Marine" radiotelephone has a broadcast band in addition to its 4-phone channels



FLAGS, of every conceivable pattern, material and purpose, are the products of Dettra Flag Co. In a 48-page catalogue, Dettra illustrates every sort of flag, from those suitable for major state occasions to the most temporary sort of decorative banners. All yachting flags are available, as are any kind of special flags such as private signals.

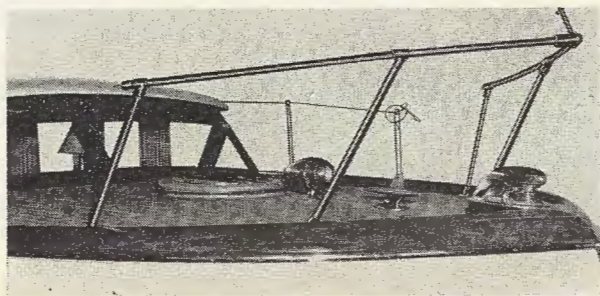
DETTRA FLAG CO., Oaks, Pa.

MARINE STORAGE BATTERIES BY BOWERS. Among the plus features claimed for Bowers batteries are: quality-controlled lead oxide measured under nucleonic control, use of silver cobalt for resistance to overcharge, minus 40 degree oxide for cold weather effectiveness, new grid metal to resist corrosion, and improved cases, separators and sealers.

Bowers batteries for outboards include four 12-volt models and one for six-volt systems. Other batteries by Bowers are intended for larger craft and cover the voltage range from 6 to 120, with capacities up to 1200 ampere hours.

BOWERS BATTERY AND SPARK PLUG CO., Reading, Pa.

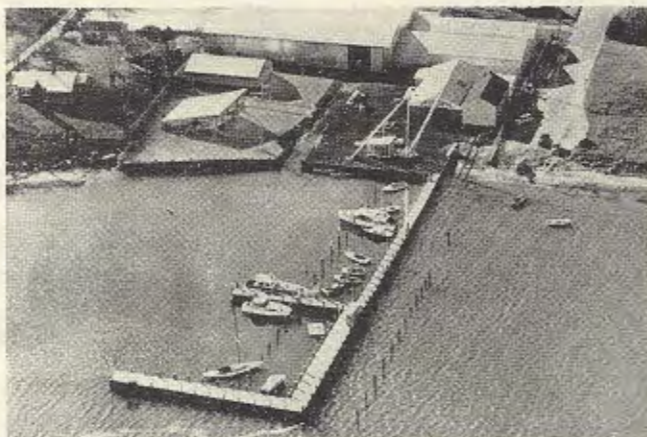
The BOAT SHOW in Print



A Hy Styles safety rail on a Chris-Craft's bow

HY STYLES SAFETY RAILS for bow and stern for 1959 have been made easier to fit and install, and bending the bow rail has been eliminated by a V-shaped fitting which also carries a burgee staff. Rails are of brass, triple-chrome-plated, in 1" or 3/4" pipe. Hy Styles Safety Rails are available for outboards as well as larger yachts.

HY STYLES, 100 Meadowbrook, Detroit 14, Mich.



The COECLES HARBOR MARINA, on Shelter Island, N.Y., has been newly rebuilt and enlarged, and is a popular port of call with cruising yachtsmen in the Long Island-Connecticut-Rhode Island area. Located in landlocked Coecles Harbor, it offers plentiful dock space, water, power, showers, ship and engine repairs and other services

BUILDING KITS FOR BOATS, 8-18 FT., are produced by Taft Marine Woodcraft. The Taft line starts with an 8' pram kit for \$42 and includes fishing skiffs, utilities, decked runabouts, shelter-cabin boats and 18' cruisers on which basic kit prices are under \$550. Hulls are plywood-planked, with fiberglass covering optional. The Taft catalogue also shows an unusually complete list of accessories, building materials and tools, such as an inboard engine installation kit, all kinds of boat hardware, outboard controls, water skis and trailers.

TAFT MARINE WOODCRAFT, 636 39th Ave., NE, Minneapolis 21, Minn.



EMIGH BROS., of Costa Mesa, Cal., build the Islander, a replica of a South Pacific outrigger sailing canoe of molded fiberglass, with poly-urethane foam flotation. The hull is 16' long, outrigger 13', sail area 133 ft. A sail-

The Stonington Auxiliary

FACTS, NOT SUPERLATIVES:

Plus features experienced boatmen want:

Low initial cost stemming from custom building on stock hulls . . . safety that only a seagoing motor sailer affords (mechanical failures mean nothing with auxiliary sail) . . . ability to sail and come about in air as light as 6 MPH, and cruise 1000 miles and more without refuelling—nickel-a-mile cost with diesel . . . the ease of handling under power by one man (it will turn in under 2 lengths), under sail by a man and his wife . . . extreme beam giving more usable space below and on deck . . . the privacy of twin cabins, segregating family from snoring guests . . . the snugness and safety of the central cockpit . . . the steadying influence of sail in rolling seas . . . the rugged, commercial-type construction with yacht finish for long life, easy maintenance. 37' and 42'.



Send for complete literature.

Stonington BOAT WORKS, Inc.

Stonington, Connecticut • Tel.: Jefferson 6-9456

Largest Builder of Motor Sailers



CUSTOM BUILT BOATS BY SEAMAN

- 24' AND 27' CRUISERS
- 27' AND 30' AUX. SLOOPS
- LIGHTNING SAILBOATS
- CUSTOM BOAT BUILDING
(Sail and Power to 40')

UNFINISHED HULLS
AVAILABLE AS WELL AS
FINISHED BOATS

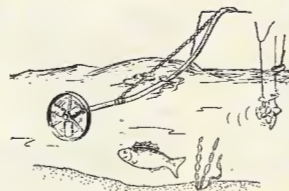
SEAMAN SEACRAFT COMPANY

HERNAN AVENUE

LOCUST VALLEY, L.I., N.Y.

NEW "NEWBEK" BILGE PUMP

AUTOMATIC SELF PRIMING



Pumps up to 2 gal per minute. Just stream impeller over the side while under way. Less than 4 lbs weight. Ideal for sailboats.

Unconditionally guaranteed.

Fresh water Model \$14.95. Salt Water Model available later.
See Your Dealer or Write

RIVERSIDE MACHINE SHOP

DAY SAILERS



Albacore
Designer Uffa Fox



Ospray (Fibreglas)
Designer Palmer Scott



Day Sailor (Fibreglas)
Designer Uffa Fox

HOT



International 14' (wood, Fibreglas)
Designer Uffa Fox



International 505
Designer John Westell

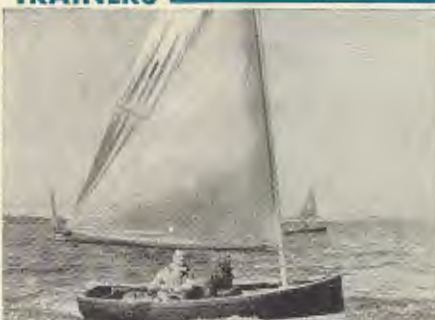


*Choose
your Boat
from the drawing
boards of some of
the world's famous designers.*

ADVANCED TRAINERS



Gannet (Fibreglas)
Designer Uffa Fox & George O'Day

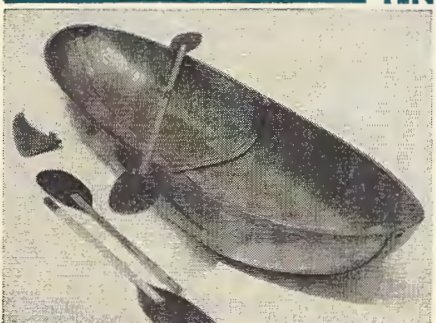


Inter-Club (Fibreglas)
Designer Sparkman & Stephens



Firefly
Designer Uffa Fox

TENDERS



Pixie
Designer Alan Vines



Dinky (Fibreglas)
Designer Palmer Scott

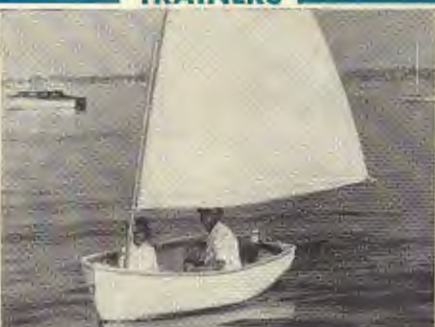


Royalite Rowboat
Designer Palmer Scott (available as sailboat)

TRAINERS



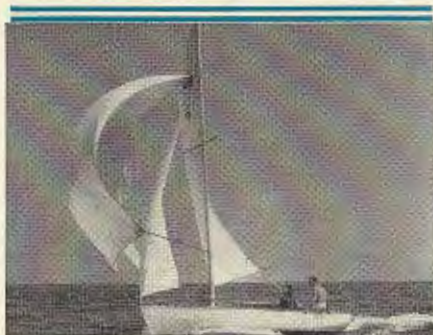
International Cadet
Designer YACHTING WORLD



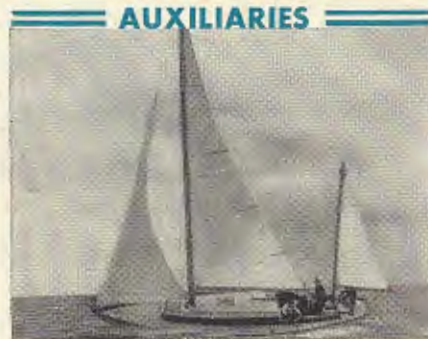
Marscot Sailing Dink (Fibreglas)
Designer Palmer Scott



Wood Pussy (Fibreglas)
Designer Phil Rhodes



Keel Rhodes 19 (Fibreglas)
Designer Phil Rhodes



Robb 38 *
Designer Arthur Robb

GEORGE O'DAY offers a boat to fulfill every skipper's desire — from hot sailing machines to lazy day sailers — from junior trainers to sleek racing-cruising auxiliaries.

FAIREY MARINE, Ltd. makes the famous sailing dinghies which hold so many of the world's racing records. These handsome boats are made of hot molded mahogany — they are light, good looking and unsinkable. Skippers wanting a super-fine finish may specify **Faireyglass** an impregnated polyester coating that will provide at least five years service with minimum care.

MARSCOT, formerly known as Palmer Scott, long a pioneer in the construction of fibreglas sailboats, has now joined George D. O'Day Associates. Marscot will complement the O'Day line of mahogany craft with boats of tough fibreglas. These boats by famous designers will have Marscot's new high lustre polyester finish for the sailor who would rather hold a tiller than a sanding block.

Craftsmanship, design and quality materials make the ownership of an O'Day boat a continuing satisfaction.

Send for information on the boat of your choice.

FLEET DISCOUNTS AVAILABLE

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GEORGE D. O'DAY ASSOCIATES INC.

Dept. 1 9 NEWBURY ST. BOSTON 16, MASS.

Connecticut Office: POST ROAD, WESTPORT



Ohlson 35' *
Designer Einar Ohlson

* our own builder



Atalanta
Designer Uffa Fox

SEMI-HOT



Jolly
Designer Uffa Fox



Flying Dutchman
Designer U. Van Essen



Finn
Designer Richard Sarby

TRAINERS



Puffin (Fibreglas)
Designer Palmer Scott



Duckling
Designer Uffa Fox





PATENTS APPLIED FOR

Get a **GOOD AUTOMATIC WINDLASS**. Automatic, safe anchor control from pilot house or bridge. Models for boats 16' to 60'. Anchor, boom detach on larger models for storage. Fully guaranteed, tested.

DEALER INQUIRIES INVITED

For information write:

FRED C. GOOD & SONS, INC., 521 W. Glenwood Ave., Phila. 40, Pa.

**END
"Man Overboard"
DANGER!**



**AT N. Y. BOAT SHOW
BOOTH D-4 (4th Floor)**

**BIGGEST CATALOG OF ITS TYPE
EVER PUBLISHED FOR BOATMEN!**

We believe Commodore's new, profusely illustrated 116 page catalog, *now on press*, is the biggest of its type ever to be published. The most of the newest and best in apparel, accessories, furnishings, boating and navigation equipment, gadgets, year-round nautical gifts.

Send 50¢ for your copy **NOW**. Purchase price refunded with your first order. Use the coupon!

COMMODORE NAUTICAL SUPPLIES,
Div. of Commodore Uniform Co., Inc.,
349 Broadway, New York 13, N. Y.

Enclosed find 50¢ for my copy of Commodore's new, king-size 1959 Fitting Out & Gift Catalog.

NAME _____

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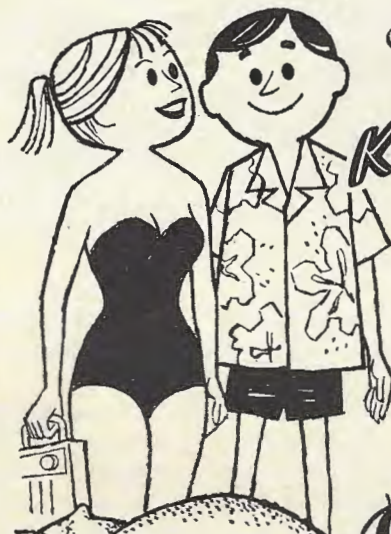
JESIEK BROS. SHIPYARD, Macatawa Bay, Holland, Mich., is a builder of the 24' o.a. International 110 Class sloops, a popular racing class with more than 40 fleets scattered from Maine to Manila. Jesiek uses Harborite for side, bottom and deck panels; Merriman fittings. They also make a special trailer for these boats.

LO-LOADER LONG CO. TRAILERS include a new model, DB-17, designed for 16'-17' outboard boats, with a load capacity of 1700 lb. It has a 17' tongue, and a 6000-lb. hydraulic unit raises and lowers the trailer bed. Additional loading features include a 3:1 ratio winch, five adjustable hard-rubber keel rollers, two transom rollers, and front and side sponge-rubber covered adjustable cradles. The Long line of trailers includes a unit for any boat up to 2000 lbs.

F. A. LONG CO., Benton Harbor, Mich.

LAUDERDALE WOODWORKING CORP. BOATS are custom built and range from 25' to 45' o.a. length, and are built, the company reports, for maximum strength for minimum weight. To use the Lauderdale 32' Bimini Commuter as an example, she is 10' beam, 1'8" draft, planked with 3/4" mahogany over

"Hector certainly is proud
of his new
KLEETS"



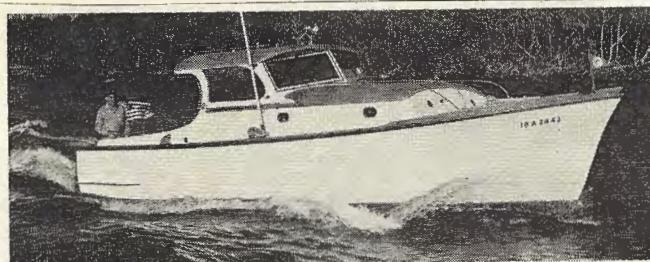
Why not? They're classics in casual footwear, on ship or shore. Both men's leather Kleets and nylon-sailcloth Kleets for men and women boast **DECKKORK** Soles . . . smooth, yet non-slip! Nylon stitching at key points . . . arch supporting feature. Six shades including new chino!



from
\$695

Cambridge RUBBER COMPANY

DEPT. A 748 MAIN STREET • CAMBRIDGE, MASSACHUSETTS



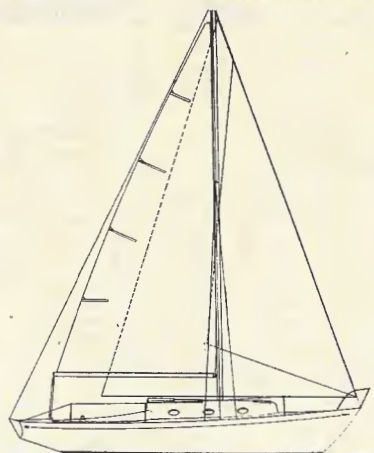
One of the cruisers built by Lauderdale Woodworking Corp.

caulked with rubber compound. Steering is Crowell hydraulic. Single or twin screw power is optional. Accommodations are roomy and equipment complete for a party of four to cruise in comfort.

LAUDERDALE WOODWORKING CORP., 2778 Old Dixie Highway, Fort Lauderdale, Fla.



The **DINGHY DOLLY** with aluminum pipe frame carries any dink up to 10' long with maximum ease and no scraping of the boat. Easily assembled, it stows in the boat. Price \$39.50, from **SEABRIGHT MARINE HARDWARE**, 1630 Superior Ave., Costa



33' FIBERGLASS AUXILIARY

33 x 23'3" x 9'10" x 4'8" (C B-3'6")

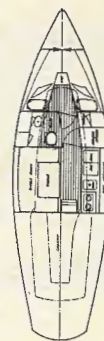
Designed by Wirth M. Munroe as a fast ocean racer without sacrifice to comfort—approx. CCA rating 23—6'3" headroom throughout—molded fiberglass 1 pc. hull & keel including deck & trunk—completely equipped from stove to spinnaker gear—genoa track to windsock—roller reefing—Merri-man hdw—S. S. rigging—dacron sheets—yacht finish below and topsides—available as sloop or yawl, keel or centerboard with Palmer IH60 22 HP engine. Price of keel sloop complete \$15,500.

ARCO, Inc.

235 Ridgewood Rd.
Miami 33, Fla.

Telephone MO 1-4787

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CHAMPION M.O.R.C. DESIGN

Cutlass

FAST CRUISING SLOOP

Phenomenal speed coupled with honest cruising comfort. Sleeps 2-4 below, galley, water closet and ample stowage space. Built to highest specifications—Honduras Mahogany planking and trim—Bronze fastenings & fittings—Lead keel—Stainless steel standing rigging—Dacron running rigging—Foam rubber mattresses—HARD Scientific Dacron Sails . . . \$4,730.00 Complete.

WINNER OF 10 OF 19 STARTS

L.O.A. 23'-7" — L.W.L. 19'-2" — BEAM 7'-1" — DRAFT 4'-0"

Available as keel/c.b.; draft 2'-5"

Orders now being taken for spring deliveries.

RICHARD D. CARLSON, Naval Architect

Shelter Island, N.Y.

Tel: Shelter Island 9-0536



Thermolator PORTABLE Safety HEATERS

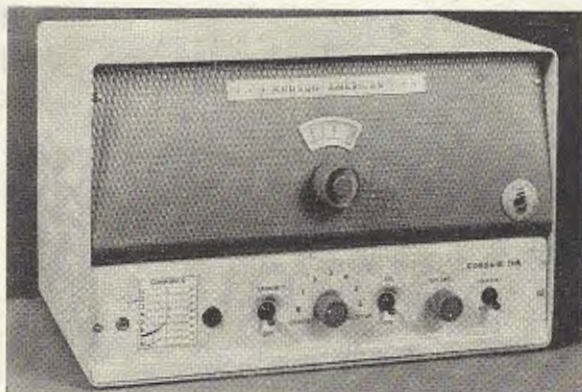


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YOUR PLEASURE CRUISE . . .**

Write now for free fully illustrated brochure

THERMOLATOR CORP.
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- Powerful motor circulates air warm and dry
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- Impossible to scorch clothing or upholstery
- Stays cool to touch — Can be handled safely
- Tested through eight years of roughest treatment
- Automatic thermostat prevents overheating
- Size 5 3/4" x 4 3/4" x 4 3/4". 500 W. — 115 V. A. C. Weighs just 2 1/2 lbs.

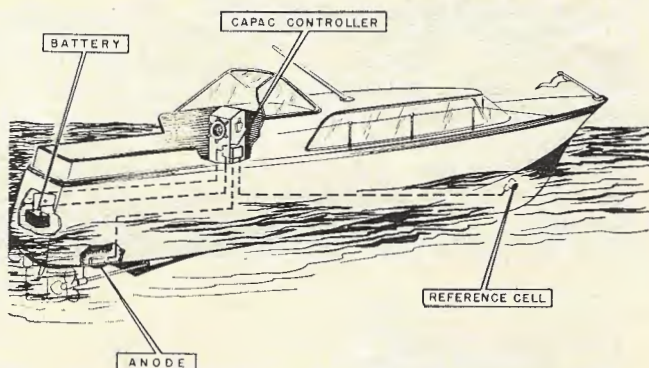


A new radiotelephone model, the "Corsair IVA", will be introduced by HUDSON AMERICAN CORP., 2901 Borden Ave., Long Island City, N. Y., at the New York Boat Show. Rated at 65-watts input, it provides 8-channel operation, and has a built-in transistorized power supply. Available for 12, 32, or 110-Volts

ARCO DRY DOCK is said to provide a new method of docking or removing a boat and motor from the water, shore, the boathouse, or a car or trailer. Designed and manufactured by the Arco Mfg. Co., the Dry-Dock employs a system of rubber-wheel assembly that fits on 2 x 4's or 2 x 6's; the boat tracks on the rollers and may be lifted as high as required. The units may be obtained ready to use or in kit form.

ARCO MFG. CO., Grand Forks, N. Dak.

CAPAC CATHODIC PROTECTION of steel hulls against corrosion is offered by Charles Engelhard, Inc. of East Newark, N. J. The new system is said to protect all electrically interconnected underwater metal parts of wooden hulls. Named Canac for "Cathodic Protection—Automatic Control."



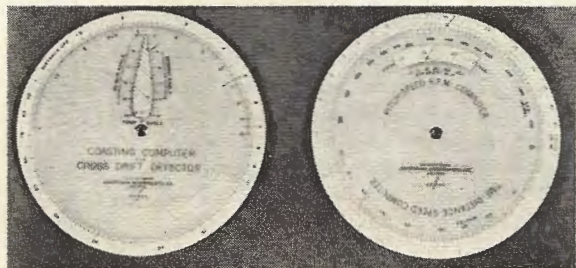
Components of Capac system installed on a pleasure boat

vessels, according to the manufacturer. Also known as an impressed current cathodic device, Capac has no "sacrificial" parts to be replaced, and requires neither service nor maintenance after installation, according to the designers.

CHARLES ENGELHARD, INC., 850 Passaic Ave., E. Newark, N.J.



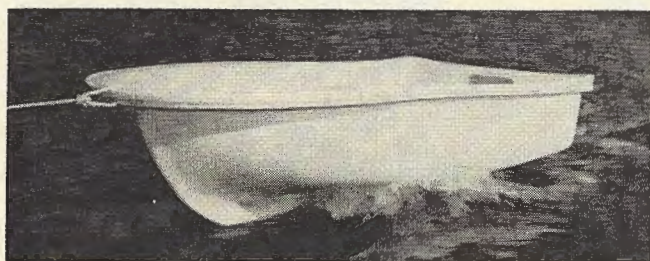
WEBBER'S COVE BOAT YARD, Inc., of East Blue Hill, Maine, builds this 40' sport fisherman as a standard model, with optional gasoline or diesel power, and with all features required by the law



A Calcuaide Computer from The Crow's Nest

THE CROW'S-NEST, now located at a new expanded headquarters in midtown Manhattan offers a number of boating specialties and hard-to-find items in the way of gadgetry, galley equipment, navigational aids, government charts, yachting books and accessories. A catalog may be obtained on request.

THE CROW'S-NEST, 16 E. 40 St., New York 16, N.Y.



The AERO-NAUTICAL BOAT SHOP, Inc., of Copiague, L.I., N.Y., offers as a "minimum dinghy" this 6'10 1/2"-long, 45-lb. molded boat said to carry two adults easily. Price, \$179

HORNS AND COMPRESSORS BY GROVER. With a range up to one mile, the self-contained Mighty Midget air horn provides as many as 1000 blasts from one replaceable half pint Freon cylinder. It is available with single, dual or triple horns and with optional electric control.

Weighing 5 1/4 lb. and tiny enough to hold in the hand is the Grover air compressor. It draws 5 amps at 12 volts and maintains 90 to 125 lb. of air pressure. Models are offered for 6, 12, 24, 32 and 110-volt systems.

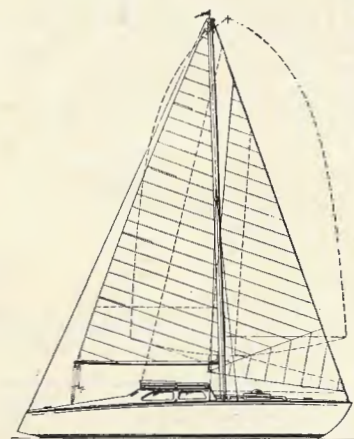
GROVER PRODUCTS CO., 1233 S. Hope St., Los Angeles, Cal.



Single horn version of the Grover Mighty Midget

RUBBERMAID BOAT ACCESSORIES include a number of useful items made of specially formulated material said to be long-wearing and oil and weather resistant. Among these items are Deck Mats in various sizes and white, tan or blue colors; Transom Pads giving a firm outboard mounting; a six-gallon Galley Pail with stainless bail and locking cover; a Mooring Snubber to take the shock in a mooring or anchor rode; a 10-qt. capacity Boat Bucket with two spouts and a stainless bail; a bottom-weighted Litter Basket, and a Gas Tank Anchor that holds the tank down and protects the deck.

Sail plan of the Cutlass Class mid-get ocean racer designed by Richard D. Carlson. She sleeps four



A MIDGET OCEAN RACER is the Cutlass Class sloop designed by Richard D. Carlson. She is 23'7" o.a., 19'2" w.l., 7'1" beam, draws 2'5" in centerboard or 4' in fin keel model, and carries 226 ft. of sail. A moderately light displacement type, she weighs 3,850 lb., with 1,052 lb. of it ballast. Ingenious use of the available space gives her sleeping provision for four, plus galley and head. The usual auxiliary power is 3- to 5-hp. outboard.

The original boat of this class, *Medea*, built for Mr. Carlson himself, has started in 19 races, won 10, never finished worse than third, he reports. These boats are now being built in Scandinavia by Norge boats and in Honduras by the designer, who quotes a price of \$4,730 delivered in New York, freight and duty paid, with Hard working sails of Dacron.

RICHARD D. CARLSON, Shelter Island, N. Y.



Outboard-powered hardtop model of the Revel Craft 23-footer

REVEL-BUILT LAPSTRAKE SKIFFS are built in 23', 18' and 16' length, in a range of models which includes inboard and outboard power, cruisers and open boats. The '23-footer is finished off as an inboard powered cruiser with 109-hp. or an outboard cruiser taking twin 40s; hardtop or convertible with berths and head under the foredeck. Prices range from \$4995 for the inboard cruiser to \$2395 for the outboard convertible. The 18' Revel Craft is finished up as either a two-berth Cruisette or a convertible and both it and the 16' Skiff are designed to use single outboard motors up to 70 hp. The 16-footer is said to make up to 35 m.p.h., as are the larger Revel Craft.

REVEL CRAFT MFG. CO., Box 20, Arnold, Md.

YACHT FINANCE, a company specializing in time payment financing of pleasure craft purchases, has recently expanded its territory from the eastern coastal states to the Great Lakes area of Ohio, Michigan and Illinois.

Dave Van Iderstine, head of Yacht Finance, says his company makes the time-payment buying of a boat as easy as that of an automobile. Yacht Finance personnel, as specialists in the yacht field, put through finance arrangements in from 24 to 48 hours, without requiring personal interviews, on new or used boats, at rates comparable to auto loan rates. They also arrange insurance through their affiliated Marine Underwriters Agency.

L. O. A. 30'3"; L. W. L. 22'; Beam 8' 9"; Draft 4'7"; Sail Area 397'; displacement 10,000 lbs.; Oak backbone and frames; Hollow spars; Fiberglass decks; mahogany planking and trim; Everdur fastenings; Airfoam mattresses; Stainless Steel Standing rigging. Full headroom in two separate cabins and toilet room.

Our Representatives at the New York Boat Show, Booth C-108 & C-109 will be glad to discuss Hinckley Boats with you.



It's a wonderful feeling...

to own a Sou'wester Jr. It's a wonderful thing to sail her, to cherish and care for her as a prized possession. You get that feeling the minute you step aboard and look about you. Complete accommodations and smart appointments impress you with the quality of the Sou'wester Jr. . . . with the over-all excellence of her design and construction. Get under way, and you'll delight in her clean, swift way of sailing, her one-man ease of handling. Then settle back and relax in her complete comfort as you leave shore-bound cares in the wake behind you.

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OFFSHORE OPERATIONS, INC., Cambridge 38, Mass., imports from England the Shearwater III, a catamaran 16'6" long, 6'7" beam of molded mahogany with stainless and Tufnol fittings, Dacron sails, and a roller-reefing spar on the jib luff. Reaching speeds of 20 knots are reported by the importers, who say 600 have been built in three years



One of 35 new Crestliner Models in aluminum, fiberglass and Royalite Safety Float is this deluxe model of their 14-ft. fiberglass series. Three other versions are offered, all recommended for use with motors from 35 to 40 hp. CRESTLINER, Little Falls, Minn. and Strasburg, Va.

NATIONAL MARINE PLASTIC CO. reports a 1959 line of Commando boats that starts with an 8' dinghy and runs through fast and fancy runabout models up to a 19' outboard cruiser. A recent addition is the 14' or 15' Angler, a beamy, economical craft built specially for the fisherman's needs.

NATIONAL MARINE PLASTICS CO., 217 North Detroit, Tulsa, Okla.

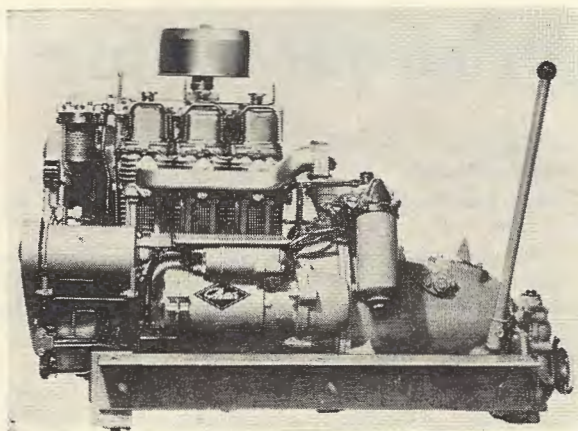


SEA MAC BOATS list a new Model 20 this year, an outboard hull with either Navy or hardtop shelter, with 10-ply mahogany bottom and 5-ply topsides. Sea Mac Boats are built in sizes from an 8' pram up to the 20-footer.

FRED MCCARTHY, St. Mihiel Dr., Riverside, N.J.



The KAYE YACHT PONTON BOAT CO., Mankato, Minn., says its Kayot "has all the attractive aspects of a backyard patio on

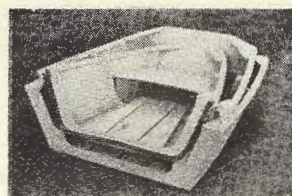


Petter 15 hp. model PC3RMR air cooled diesel

PETTER OFFERS SMALL DIESELS. Featured in the Petter line of air cooled, light weight, high speed marine diesels is the four cylinder PC4M model which weighs 511 lbs. and is said to be able to run one hour on a gallon of fuel. The PCM engines come in one to four-cylinder sizes with continuous power ratings up to 20 hp. at 3000 r.p.m. Their claimed advantages are low operating cost, low weight, compactness and reduced fire hazard.

Other Petter diesels include the air-cooled PH1RMR with 2/1 reduction and a rating of 7½ hp. at 1800, the water cooled AV2RMR "twin" with similar reduction and capable of 12 hp. at 1800, the PC3 for powering auxiliary equipment, and 1500 watt and 6500 watt generator sets driven by PAZ1 and AV2 engines, respectively.

ORENDA INDUSTRIAL, INC., 34-14 58th St., Woodside 77, N.Y.



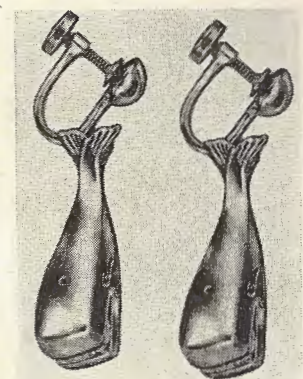
THE ULYSSES OTHON CO., of 66-32 Booth St., Rego Park, New York 74, N.Y., offers this 10' three-piece take-down pram dinghy. In three pieces as shown, it will fit in a space 4' by 3'8" by 1'8" aboard your boat or in your car. No strength is sacrificed in the assembled boat, the builders declare

HARD-WEATHER SEA-GOING CLOTHING really gets a work-out on the commercial fisherman who is out on the banks tending his gear and hauling trawl winter and summer, blow high and low. He can't throw money around, but he needs the best. So it isn't surprising that an increasing number of seagoing yachtsmen have taken to going to the Fulton Supply Co., down in the fishmarket areas, of New York and some other cities, for their foul weather gear, boots, heavy wool shirts, pants, sweaters and jackets quilted winter underwear and such gear. Fulton also stocks lighter and gayer boating gear that appeals to the ladies, and casual gear for men's fair-weather use as well.

THE FULTON SUPPLY CO., 23 Fulton St., New York 38, N.Y.

KWIK MARINE PAINT REMOVER does a fast job of removing hard marine paint from either wood or metal surfaces, according to its makers, the Chemical Products Co., who say that Kwik will not stain wood, raise grain or lift fillers; that neutralizing or rinsing is not necessary with Kwik; that it will not burn nor explode, and that it contains no acids nor alkalis and will not emit unpleasant odors nor choking fumes.

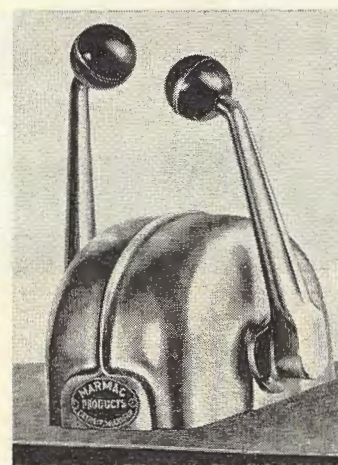
A new item of nautical novelty jewelry is *Jonah and the Whale*, in which the whale opens his mouth to reveal Jonah inside. It can be had in earrings, charm, cufflinks, tie bar and other variations in 14K gold or Sterling silver, and is one of many similar items of nautical jewelry from HIS LORDSHIP PRODUCTS CO., 245 Seventh Ave., New York 1, N.Y.



MARMAC ENGINE CONTROLS for 1959 constitute the most complete line in that manufacturer's history. They have been re-styled for this year, and are said to have more positive and smoother action.

The Marmac Synchronizer, operating on a unique principle on either gasoline or diesel engines, is said to have no lag in synchronization, the tachometers of multiple engines aligning instantly on operation of the control lever.

MARMAC PRODUCTS, 2400 Bellevue Ave., Detroit, Mich.



The Marmac C-105 Control provides easy operation of clutch and throttle; adapts to boats of a wide range of sizes

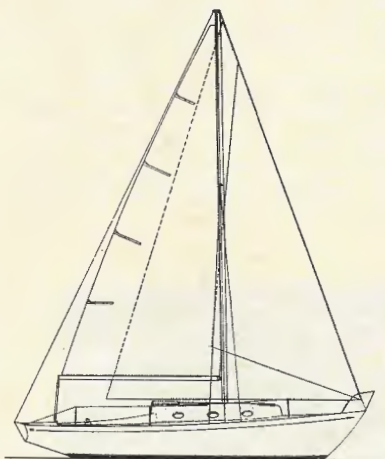
TRANSMAR IMPORTS MARINE ACCESSORIES from Britain and elsewhere. One import is British-built, bottom-action winches of aluminum and bronze, suitable to trim genoa jibs up to 400 sq. ft. An alloy steel center rod gives great strength. The winches come in pairs, for starboard and port side, at \$45 per pair.

A precision-built ship's barometer of Japanese workmanship, with 5" dial marked in both millibars and inches, sells for \$19.95. From Britain come suits of foul weather gear with a yellow polyvinyl chloride coating at \$39.95 in men's sizes, \$34.50 in women's.

TRANSMAR, INC., 161 East Erie St., Chicago 11, Ill.



The Holiday "50" is a round-bottom plastic boat 8' long, 4' beam, weighing 65 lb., has flotation tanks and is easy to transport. Color either white or (for duck hunters specially) olive drab. HOLIDAY PLASTICS, INC., 1301 Fairfax Trafficway, Kansas City, Mo.



Sail plan of the Arco 33' molded plastic Monroe-designed sloop

A 33-FT. FIBERGLASS SLOOP is molded by Arco, Inc., from designs by Wirth Monroe. She is 23'3" w.l., 9'10" beam and either 4'8" or 3'6" draft depending on whether the keel or centerboard model is chosen. Also optional is a yawl rig. Prices start at \$15,500. With 10,000 lb. displacement of which 3000 lb. is lead ballast keel, she is designed as an ocean racer. Trunk cockpit and deck are one piece of molded fiberglass-reinforced plastic.

Below decks are ample cruising accommodations with such luxuries as a 200-lb. icebox and 6'3" headroom. Decks are 2'6" wide abreast of the cabin trunk. Standard equipment includes pressure stove, pulpit and lifelines, roller reefing, spinnaker track and gear, mast and deck winches.

ARCO INC., 235 Ridgewood Rd., Miami 33, Fla.



This Aqua Swan Ski King is the largest runabout (14' long, 5'3" beam, up to 40-hp. rating) in a line of eight welded aluminum boats built by MILCO TANK & BOAT CO., White Pigeon, Mich.

THREE NEW GLASS CRAFT BOATS are announced by the builders of that name. These include the 15'4" Citation and Olympia which are rated for up to 100 hp. and are said to make 180-degree turns at 40 m.p.h. safely, and the 14'6" Sportster rated at 45 hp. All are one-piece fiberglass hulls with sealed-in flotation and other desirable features. Glass Craft also has the Imperial model, 17'8" l.o.a. in an economy Holiday style of open boat, the luxury Riviera open sport boat or the Crown, a hardtop day cruiser.

GLASS CRAFT BOATS, INC., Box 472, Fort Dodge, Iowa.



T & T TOOL AND DIE CO., 1115 Sixth St., Rockford, Ill., builds this new winch for boat handling on trailer or dockside installation. It pulls 1500 lb. and has 3:1 gear ratio

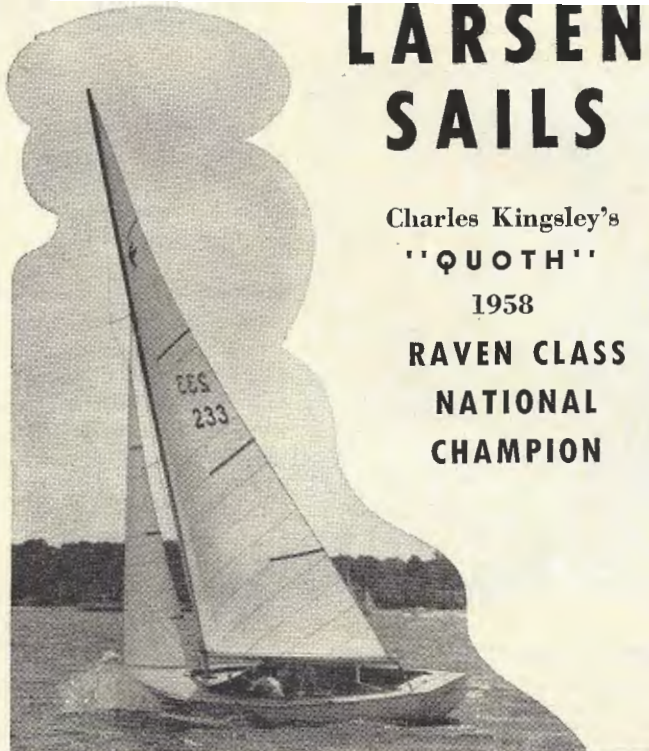
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"QUOTH"

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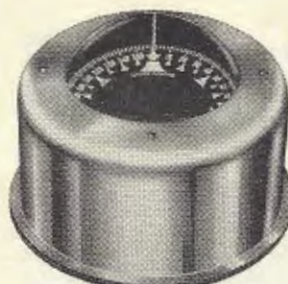


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Ritchie Cruise-Masters, precision navigation instruments by experts specializing since 1850 in compass manufacture exclusively, are not gadgets made to sell by the millions at bargain prices. Cruise-Masters are made for boatmen keenly conscious of navigation accuracy, safety and responsibility night and day, in any weather.

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ESPECIALLY DESIGNED FOR POWER CRAFT 20 TO 60 FT.

Large 4" card, available in 2° or 5° graduations, with newly designed magnet system that prevents overswing. Special compass oil provides proper damping action for card without causing sluggishness. Bellows expansion chamber prevents formation of bubbles from temperature changes. Adjustable compensators in base completely enclosed to prevent accidental compass misalignment. Reliable night use assured by fully enclosed indirect lighting. Standard bulb for 6, 12 or 32 volt systems, as required.

NON-MAGNETIC STAINLESS STEEL, Black Wrinkle, \$47.50
Gray Wrinkle or Polish Finish
Lucite Sunshade \$3.95

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PEMBROKE, MASS.

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The BOAT SHOW in Print

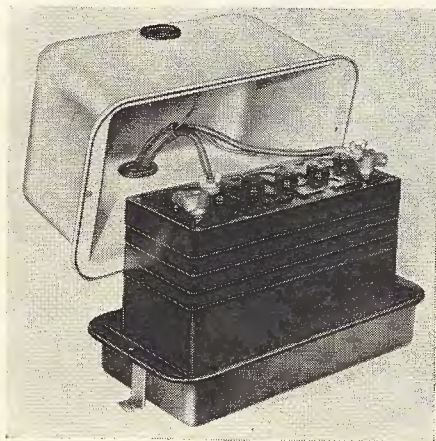


For hot water or cold aboard ship, see the INSTA-MATIC HEATER CO., 89 Charles St., Providence, R. I. The galley-gal at left is getting her dishwater from an insta-matic Junkers Model 125/F bulkhead-mounted instantaneous heater which works on butane or propane gas, is light (14 lb.) and compact (19" x 9 1/4" x 8"), and delivers 34 g.p.h. at 100 deg. temperature rise. The company's Domestic refrigerators run on either electricity or gas and come in 1.7, 2.7 and 5 cu. ft. capacity sizes

NEEHI FIBERGLASSING KITS are made up specially for waterproofing the seams of wooden or metal prams, dinghies and small chine hulls. Each kit contains calculated quantities of fiberglass strip and epoxy resin to cover a given length of seam, plus applicators, measuring cups, squeegee, mixing spatula and instructions. The Junior Kit, adequate for prams up to eight feet long, costs \$10.75; the Senior is for hulls up to 12', and for larger boats multiples of these can be used. This epoxy resin can be successfully applied over painted surfaces, the makers declare, eliminating the drudgery of sanding down to bare wood before fiberglassing.

NEEHI PROTECTIVE COATINGS, INC., 340 West Hoffman Ave., Lindenhurst, N.Y.

The UMCORP., Spring Park, Minn., manufactures this Umco B-2 Royale battery box, priced at \$8.95. The case is seamless, impervious to water, acids, gasoline and oil, has carrying handles and hold-down fittings; is 13 3/4" by 7 3/8" by 9 3/4"



CHAMPION BOATS for 1959 include a 16' Twin-Saber catamaran said to make more than 48 m.p.h. with a single outboard motor and selling for \$1425. Conventional-hulled Sabers are priced from \$754 to \$1508. Inboard Champion Cutlass boats range up to a 28' fiberglass molded cruiser sleeping four, priced at \$12,000.

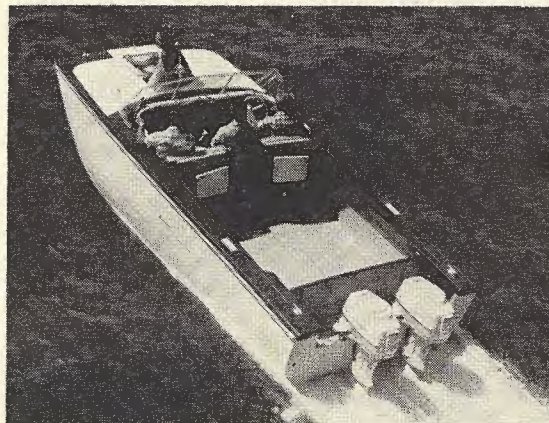
CHAMPION BOATS, Box 9155, Long Beach, Cal.



LOCK-A-BOAT Fittings (also useful for locking outboard motors, trailers, etc.) consist of padlock-secured hooks swaged to one (or both) ends of a wire rope of selected length, in assemblies for different permanent or temporary applications. GLEN METAL PRODUCTS CO., Box 101, West War-

THE TIKI CATAMARAN is said by its builders to be suitable for sail and power versions and convertible to winter iceboating. It is 12' long, 6' beam, weighs 150 lb., carries 104 ft. of sail and is said to go 20 knots with a 25-hp. outboard. Prices range from \$395 for a kit to \$945 for complete sailing model. Construction is molded plywood, with aluminum spars and stainless rigging.

CATAMARAN CORP. OF AMERICA, 928 Grand Ave., Kansas City 6, Mo.



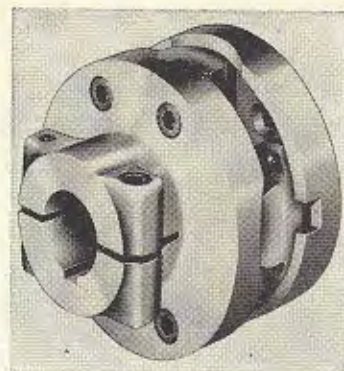
The Scout, 18 1/2' long with 8' beam, is one of the largest of the Thunderbird plastic outboard hulls molded by PLASTIC FABRICATIONS, INC., 605 W. 25th St., Hialeah, Fla. Thunderbirds start at 12' length. The Scout has two berths and a toilet under the foredeck

LAPSTRAKE ALUMINUM BOATS are an addition to the fleet of Starcraft Boat Co. for 1959. This type of construction is available in a 14' Ski Champ runabout and 14' and 16' Seafarer open boats. Starcraft claims as advantages for this construction a smooth, dry ride, more speed with the same motor, and less maintenance, and offers a 15-year guarantee against popped rivets or punctures.

Another highlight for 1959 in the Starcraft line of 16 new aluminum and fiberglass boats is the \$595 price on their 15' Jet runabout, Starcraft says.

STARCRAFT BOAT CO., Goshen, Ind.

The Master marine universal joint is designed to reduce vibration and noise. It replaces the standard solid flange and is available in sizes said to match all standard shafts and all marine engines. Flange diameters of 4, 5 and 6 in. are offered. MARTIN MARINE PRODUCTS, INC., 3848 South Kedzie Ave., Chicago 32, Ill.



PLANS AND PATTERNS BY CULVER. A boat for which more than 6,000 sets of plans and full-size patterns are said to have been sold is Culver's Sea Craft. This model is a 25-ft. inboard sedan cruiser for mahogany planking. It is designed for engines from 100 hp. up and boasts a cabin suitable for either two or four bunks, a full headroom head and a galley.

Other Culver Craft designs include those for 30 modern cruisers, runabouts, utilities and hot rods for which plans, full size patterns and frame kits are available.



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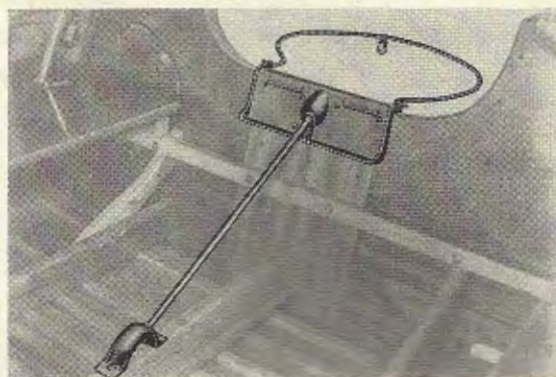
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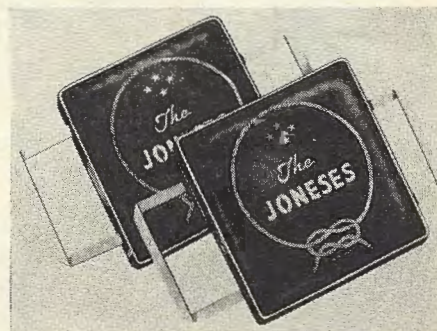
Developed to brace loose, weakened transoms and to cope with the increasing weight and power of modern outboard motors, the Bay Transom Support with Ski Ring is available from BAY PAT-TERN WORKS, 1502 Mills St., Sandusky, Ohio. Sets are also offered for dual installations

LAPSTRAKE SKIFF HULLS, 23-30 FT. LONG, are built by Paradise Craftsmen and sold to be completed by the purchasers in any arrangements they desire. The hulls are beamy and round-bilged and are planked with white cedar hand-riveted over steam bent oak ribs, yellow pine keel and skeg, mahogany transom and oak stem. These builders stress their 23' raised plank hull with 9'7" beam, with or without underwater hardware and engine installed, delivered ready for deck framing and further work.

PARADISE CRAFTSMEN, Box 97 (Route 70), Laurelton, N.J.

AQUA-FLOAT MARINE SAFETY EQUIPMENT, manufactured by Style-Crafters, includes ski belts, children's swim vests, Coast-Guard approved life jackets, boat cushions, buoys and boat fenders. For commercial boats, heavy-duty, CG-approved life jackets with kapok, balsa, or cork flotation are

Personalized boat
cushions at \$15.95
per pair from Style-
Crafters Inc.



available. According to the supplier, all items produced by them are designed so that the individual compartments of cushions and jackets are electronically sealed in heavy-duty, vapour-proof vinyl plastic inserts to insure dryness and buoyancy.

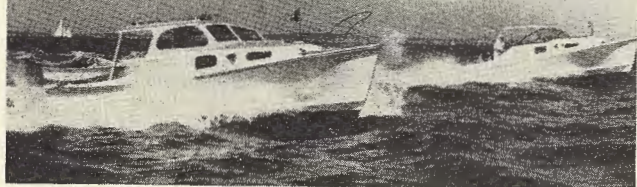
STYLE-CRAFTERS, INC., P.O. Box 3277, Sta. A., Greenville, S.C.



Features of Central Can Co's newly designed 2½-gal. capacity gasoline can are heavy-gauge steel construction, 2½" filling aperture, 7" flexible spout, and substantial bail with wooden grip.

CENTRAL CAN CO., 2415 W. 19th St., Chicago 8, Ill.

ALL FIBERGLAS DYERCRRAFT "29"



L.O.A. 28'6" • DRAFT 2'6" • BEAM 9'0" • SLEEPS 2-4
SINGLE OR TWIN SCREW • SPEEDS TO 30 M.P.H.

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HULL FORM CONTROLS PERFORMANCE

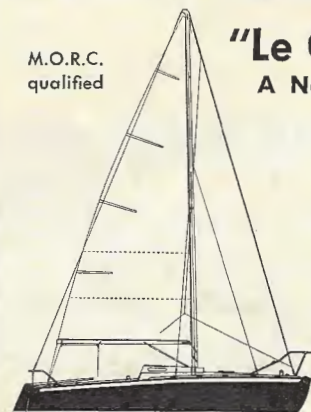
this was conclusively demonstrated during the America's Cup Series.

The "wineglass" sections and "built down" keel of our DYERCRRAFT "29" is responsible for the exceptional maneuverability, comfort and speed of this hull form in confused seas and long coastal passages.

Over twenty years of concentration on this type hull from 27 to 40 feet forms a background of actual performance data resulting in the present design. Emphasis on safety and conscientious attention to "the little things" are evident throughout. See her at the New York Show.

She's different — she's lovely and she's "seagoing".

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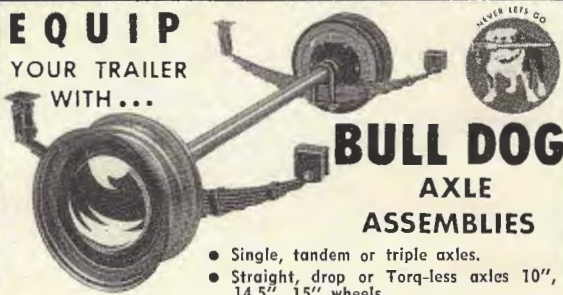


"Le CAP HORN" A New Midget Ocean Racer

21'4" x 19'8" x 7'1" x 2'2". Designed by well-known French architect J. Herbulot (of Sceptre-spinnaker fame). Sleeps four on foam-rubber bunks, galley, head, molded plywood planing hull, centerboard-keel design, large beautifully varnished 6' self-bailing cockpit, extremely fast, exceptionally safe, practically non-capsizable. Available with outboard or inboard, perfect for family cruising or racing. Comes complete with Dacron sails, stainless-steel rigging, winches, pulpit, etc. \$4275.00

Boat on display at SAGMAN'S MARINE, City Island, N. Y. For more information write ERAS, 724 Fifth Ave., N.Y.C. or call PL 7-1245.

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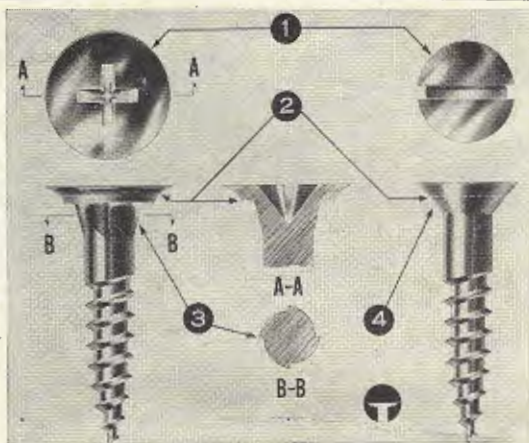
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According to its inventor BOB HOBBS, of 4013 Aurora St., Coral Gables (Miami 34), Fla., the Hobbs-Head wood screw (left, above) has the advantages over the normal screw (right, above) that it reduces or eliminates (1) unwanted head penetration, (2) moisture leakage around head, (3) loosening and (4) head wedge action that can split the wood

BARKER MFG. CO., maker of a complete line of boat covers, tops, windshields and similar gear, have some new products this year. The Barker Boarding Ladder comes in two, three and four-step models, is of aluminum tubing with hardwood steps, folds compactly, and floats. The Barker Marine Junction Box has four negative and four positive posts, plus input posts, and is of Masonite.

BARKER MFG. CO., Honeoye Falls, N.Y.

SEA MATE SMALL BOAT BOW RAIL is designed and proportioned for the 17' to 30' cruiser, according to the Sea Mate Products Co. Constructed of aluminum pipe, sheathed

fittings, the Sea Mate Bow Rail has special fittings which permit adjustment to almost any boat's deck. Price of the unit, complete with aluminum bolts for anchoring bow rail to deck, is \$49.50.

SEA MATE PROD. CO., Box 210, Clarks Summit, Pa.

REPLACEMENT IGNITION PARTS BY WICO. Original equipment ignition parts consisting of Wico points and condensers used on outboard motors are now available. They are packed in re-usable boxes of heavy plastic with metal-hinged covers, providing a practical way to carry spare magneto parts for emergency use.

WICO ELECTRIC CO., DIV. OF GLOBE-UNION, INC., Dept. Y-10, West Springfield, Mass.

CONTROLS BY FOX RIVER. The Fox River line for 1959 includes conventional steering and outboard controls under the Duotrol name. Featured is the Unitrol combination for balanced steering and single lever shifting and outboard speed controls.

FOX RIVER MFG. CO., 422 Marion Rd., Oshkosh, Wis.

In conjunction with any 12-volt broadcast receiver, the Gonset Model 3163 Marine Converter receives marine, police and weather broadcasts. It is 3½" x 4" x 4". **GONSET DIV.**, Young Spring & Wire Corp., 801 Main St., Burbank, Cal.



DYER TENDERS PREVAIL IN ANY FLEET

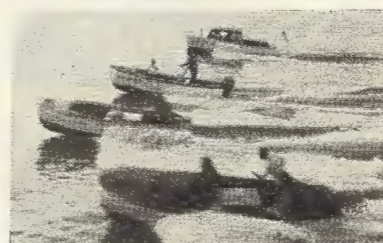


You will see Dyer Tenders
in the Trysail and Off Soundings Races—
The Cruising Club of America and
New York Yacht Club Cruises—at
America's Cup Trials and Races and at
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SPACES B51-54
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"DYERESIN" GLAMOUR GIRLS
during an impromptu race
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SELSI CO., Inc., 29 East 22nd St., New York 10, N.Y.

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FITS COMPACTLY IN ANY CRUISER OR SAILBOAT
Two hour installation. Complete unit: Hermetically sealed compressor,
evaporator, cold control, all parts and instructions. Compressor size:
L - 13 5/8" x W - 13 5/8" x H - 10 3/4". Evaporator: 13 1/2" x 14 1/4" x 8 1/2", holds
nine cube trays. Uses 110 A.C. current. Plug-in, in part; holds cold for hours,
providing food protection
and beverage perfection.
Full year warranty on parts.

MARINE
EQUIPMENT COMPANY
1575 S. DIVISION, GRAND RAPIDS, MICH

\$14950
Trays Extra
Dealer inquiries invited
F.O.B. Grand Rapids



This inflatable
"duffle-bag
dinghy," a product
of U.S. Rubber Co.,
comes in orange,
green or olive drab

A "DUFFLE-BAG DINGHY" of inflatable rubber raft type
is made by U.S. Rubber Co. Of neoprene-coated nylon
fabric, it is 8 1/2' long when inflated and comes with two fold-
ing aluminum paddles, hand pump and two seats, with a
mount for a small outboard and a CO2 bottle for inflation
as optional equipment. The floor as well as the sides is
inflatable, giving relative rigidity and insulation from cold
water. It's carrying case is 35" long by 14" circumference
and the whole rig weighs 42 lb. It sells for \$198.50. It will
be shown at the National Motor Boat Show by:

REVERE SUPPLY CO., INC., 30 Front St., New York, N.Y.

BOSUN FOLDING BOAT LADDER is made of light, corro-
sion-resistant 1" diameter aluminum tubing, according to the
Duro Specialty Co. The three-step ladder has flattened
rungs for bare-foot comfort, covered with fine-ribbed, non-
skid, white vinyl sheath. The two side rails that hook over
the sides of the boat are also covered with white vinyl. No
bolts or screws are required to attach the ladders. The
"Bosun" weighs 4 lb. and sells for \$14.95.

DURO SPECIALTY CO., INC., 811 Boston St., Lynn, Mass.

FLEXBAC SANDING PADS are designed to be used on
rotary tools such as electric drills, for either amateur or
professional work. The Flexbac kit consists of a soft foam
rubber pad, an adapter to use it with 1/4" or 3/8" drills, a can
of adhesive to secure sandpaper discs to the face of the
pad, and a supply of discs of various grit sizes.

The Flexbac, properly used, will sand even brightwork
without leaving whirls and conforms to the many curved
surfaces which need to be sanded on a boat's bottom,
sides, deck and even propellers. Pads of 5 1/2" diameter are
used with electric drill motors turning up to 3000 r.p.m.;
8" diameter pads on tools turning at 1750 r.p.m. or less.

THE CARBORUNDUM CO., Niagara Falls, N.Y.

BAGS OF VARIOUS SORTS, and other canvas products,
are the specialty of Captain Cod Products. Their catalogue
illustrates a number of such products as all-purpose carry-all
bags, tiny vanity bags, tote bags, etc. In addition they offer
such other things as nautical salt-and-pepper shakers and
metal polish.

CAPTAIN COD PRODUCTS, Box 256, Winchester, Mass.

ELISHA WEBB &
SON CO., 136 S.
Front St., Philadel-
phia, Pa., manufac-
turers of Webbper-
fection Ranges and
Marine Heating Ap-
paratus since 1894,
offer many other
models of galley
ranges, heating
boilers, etc. in ad-
dition to this oil-
fired range suitable
for a large galley





ALBINA UTILITY POWER TAKE-OFF PUTS POWER WHERE YOU NEED IT

Operated
from V belt
sheave on
crankshaft
strib shaft.



- BILGE PUMP
 - ANCHOR WINDLASS
 - GENERATOR
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- DIRECT FROM
MAIN ENGINE**

Featuring two independent cone clutches, the Albina Utility Power Take-off can be operated by direct or remote control, utilizes chain or lever operation. Available in single or double pulley models, has sealed bearings that require no lubrication. Adaptable to any marine engine. Weight approximately 25 lbs.

**NO MAINTENANCE
LONG SERVICE**

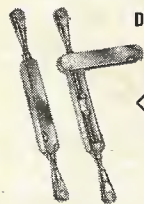
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ALBINA ENGINE & MACHINE WKS.

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SAILBOAT hardware

Developed by sailors... for sailors



The HANDY LOCK self locking turnbuckle with built in handle... all stainless steel... quick acting... a major improvement in rigging adjustment.

The HANDY LOCK quick release clevis pin... latest addition to our line... stainless steel... no loose parts... turn the knurled end and it's locked... fits most fittings.



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Fern Lane — Middle Haddam, Conn.

SU-MARK inc.

**8'2" FIBERGLASS
SAILBOAT**
complete with sail and rigging

A versatile dinghy, modified for sailing, doubles your pleasure afloat. Compact, lightweight, car topper. Wt. 70 lbs. Beam 48". Depth 17½". Sail area 36 sq. ft. Mast 13½ ft. Daggerboard 36".

\$294.50 f.o.b. factory

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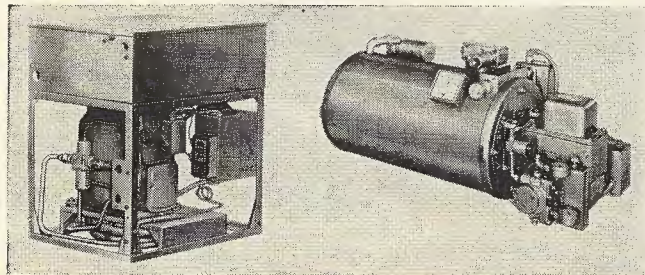
SU-MARK INC.

DEALER INQUIRIES
INVITED

Other outboard
fiberglass boats from
8'2" to 19'6"
L.O.A.



The BOAT SHOW in Print

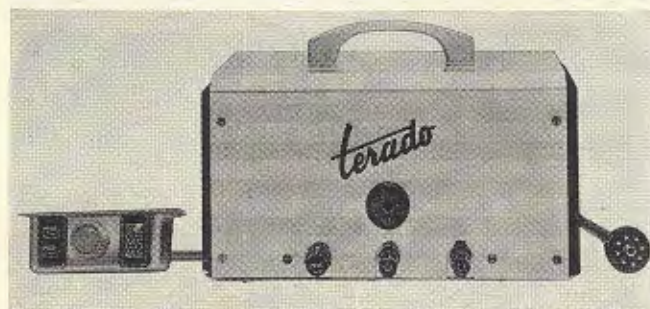


Units of the combination air-conditioner and heater by Way-Wolff Assoc.

WINTER HEATING, SUMMER COOLING are obtained from one unit on a 60' yacht now building in Canada. This combination heating and air-conditioning system was designed and built by Way-Wolff Associates, and combines a Way-Wolff Ship Heater and a Way-Wolff Ship Cooler, using the same piping and circulator for both. The heater provides hot water which is circulated through the piping to the Way-Wolff Twin Vectors. Each of these is equipped with a variable-speed fan that circulates air through the Twin Vector, thereby providing rapid heating. Both fan and water circulator are controlled from cabin thermostats.

When air conditioning is desired, the thermostat is set in cooling position, and chilled water is automatically circulated to the Twin Vectors through the same piping. The chilled water is supplied by a Way-Wolff Packaged Liquid Chiller, charged with Freon. Similar units are available for operation in 2, 3, and 5-ton capacities for installation in ships of from 50' to 100' in length.

WAY-WOLFF ASSOC., INC., 45-10 Vernon Blvd., L.I. City, N.Y.



The Trav-Electric Supreme voltage converter, made by TER-ADO CO., 1068-Y Raymond Ave., St. Paul 8, Minn., changes 12-volt battery current to 110 volts AC at 200 watts capacity. The Supreme comes with remote control and cable, and wire for battery connection. It is 11" x 6" x 6", and lists for \$99.95. Other Terado converters cost from \$12.95 to \$99.95. Terado's Rov-A-Lite is a fluorescent fixture operating off either boat battery current or 110-volts AC. It is available in 12 and 32-volt models, and a DC to AC converter is contained in the unit. List price is \$34.95

THE MONROE E-Z-RIDE BOAT SEAT is built to take the bounce out of boating and give a smooth, comfortable ride even in a fast boat in rough water. A combination of hydraulic shock absorber, variable rate coil springs, and a spring steel levelling bar cushions the jars and spansks and absorbs impact weight. It is reported to be easily installed, low in cost, and built to last the life of a boat.

MONROE AUTO EQUIPMENT CO., Monroe, Mich.

PERSONALIZED BOAT SUPPLIES offered by the company of that name include your boat's name or picture or both on such items as pillow cases, wash cloths, sheets, towels, scarves, handkerchiefs, pullovers, yacht caps, shorts, boat cushions, boat coats and other things.



Special seating arrangement features Winner's fiberglass 15' Sun-n-Ski model

WINNER FIBERGLASS OUTBOARD BOATS, with a re-designed 15' group, come in 13 models in 12', 15', 17' and 19' hull sizes produced by density controlled molding, with transoms molded in at the time of the original forming of hulls. All models have styrofoam flotation and have white hulls with a choice of deck colors. The new 15' group, with a wider, deeper hull form than in previous years, was tank-tested at Stevens Institute's experimental towing tank. Winner is said to be the only outboard manufacturer in the country to have used this facility. The boats in this group include the Seafire, Seahawk, Seawolf, Sun-n-Ski and Skylark. The first three are similar sport boats, with flaring fins and high style, the Sun-n-Ski has an unusual reverse seating arrangement, and the Skylark is primarily a fishing boat. The Viking and Viscount are new models in the 17' group, which also includes the Voyager and Valiant, there are two 12' boats, Warrior and Wasp, and the 19' Corsair sleeps two in molded-in bunks.

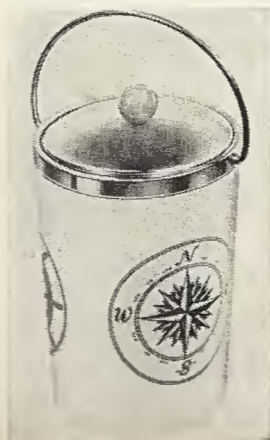
WINNER MFG. CO., INC., P.O. Box 399, Trenton, N.J.



Winner's 15' Seafire is a new 1959 model

NASSAU MATTRESS & BEDDING CO. boating products are standard and custom folding Navy tops; boat cushions; standard and fitted boat covers, Mariner Foldaway upholstered seats and the 24" by 30" mariner and smaller Mariner Jr. Foldaway Snack Tables.

NASSAU MATTRESS & BEDDING CO., 150 E. Merrick Rd., Freeport, N.Y.



JACKS LAMP CO., 306 Harvard St., Brookline, Mass., has added this unbreakable plastic ice bucket to its line of nautical gifts and accessories. Price \$14.95



WE'LL CHART OR FLAG IT

Let us accessorize your boat. Specify chart desired for 23" x 15" chart tray, **\$5.00**; or chart cigarette box, **\$2.50**. Chart highballs in set of 12: East, West coasts and Lake regions, **\$20.00**. Linens, china or glass flagged if you wish, with your burgee. Prices on request. Write for brochure. Consult Louise Lamoureux, Yacht Department Manager.



Hammacher Schlemmer

145 EAST 57th STREET, NEW YORK 22, NEW YORK

AIR COOLED

low cost light weight

1959
Seachief
Outboard Motors
2 and 4 hp models

Dependable power for **DINGHIES** and small craft

SHIP ENDORSED QUALITY

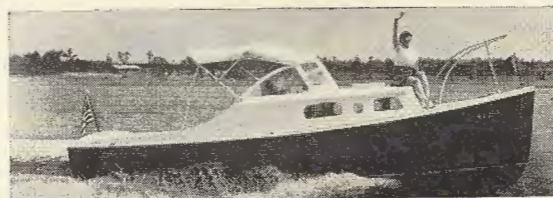
Start anywhere...every time!
Eliminate clogging, flushing, internal silt and corrosion. Lightweight, easy to operate and maintain! • "J. A. P." air-cooled engine • Transparent gas line • Recoil starting, 3 blade prop • "AMAL" carburetor... • "WICO" magneto • Cruise 4-5 hours on 1 gal. gas.

For details write: Dep't VA-69 BRITISH MARINE PRODUCTS, PORT WASHINGTON, N. Y.

"CROSBY STRIPER"

Twenty-four feet of the finest in quality, dependability and safety

Prices From \$6285



CROSBY YACHT BUILDING & STORAGE CO.

Osterville, Mass.

for '59...or anytime

THE ALL NEW LAP-STRAKE Sea Skiffs



24 FOOT SEA SKIFF • Incomparable Style and Performance • Speeds to 35 M.P.H.
• Highest specifications, including mahogany planking and monel fuel tank • See the new hard-top model for 1959.



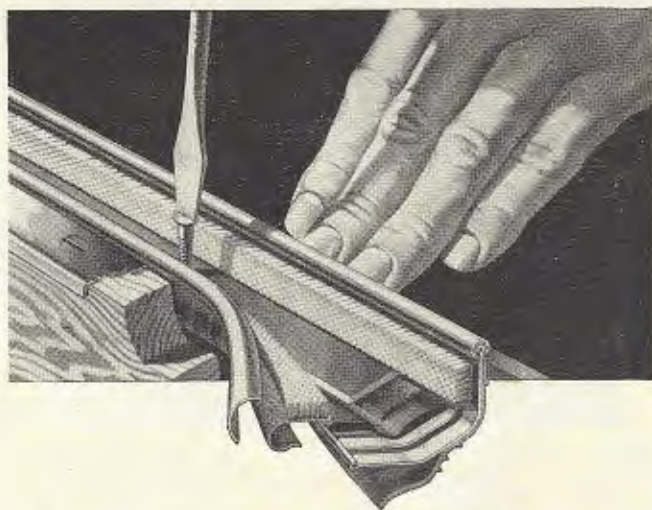
19 FOOT SEA SKIFF • Beautiful inboard utility • Exceptional seaworthiness • Speeds to 40 M.P.H. • Genuine lap-stroke construction Improved throughout

Write Box 1 for literature and prices, or see your nearest A.N.A. Dealer.

LOOK FOR THE NEW A.N.A. 32 FOOT Lap-Stroke SEA SKIFF



ASSOCIATED NAVAL ARCHITECTS
WEST NORFOLK, VIRGINIA



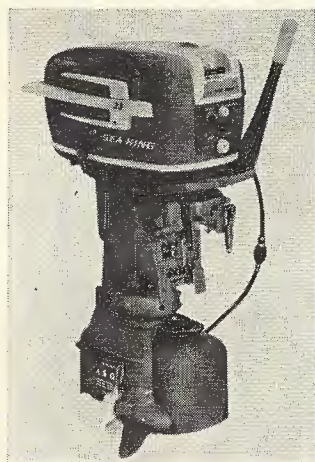
Marine channel that won't rust

For a water- and weather-tight seal on sliding or fixed ports, use NEW StanPro Marine Channel. Even salt water can't rust its passivated type 316 stainless steel core and beading.

Available in four types, all 8 feet in length: Flexible single channel, rigid single channel, edge channel (for use between parallel panes), all \$1.00 per foot; rigid double channel, \$1.50 per foot...

at dealers and marinas
where you see this sign...

The Standard Products Co.
PORT CLINTON, OHIO



Montgomery Ward Sea King 35-hp., 2-cylinder outboard is available in manual or electric starting models. Other Sea King outboards offered are rated at 3, 5, 12 and 25 hp. MONTGOMERY WARD & CO., Chicago 7, Ill.

WASTE KING ANGLE DRIVE. Recently announced is a right angle drive inboard propulsion system by the Technical Products Div. of Waste King Corp. This new inboard propulsion unit with diesel engine power and a 360-degree steerable propeller was originally developed for U.S. Navy landing craft. Its features are claimed to be maneuverability, simplicity, reliability, ease of maintenance and ease of installation.

WASTE KING CORP., Technical Products Div., 4600 Pacific Blvd., Los Angeles 58, Cal.

A KIT-SUPPLIED STEEL CRUISER is the Steel Navigator, 25'11" o.a., 8'9" beam, 2'6" draft, sleeping four with cruising gear, said to make 15 m.p.h. with a 95-hp. Chris-craft engine (larger motors optional).

Stage One brings the owner the boat complete with engine and cabin fittings installed, requiring only to be painted in-

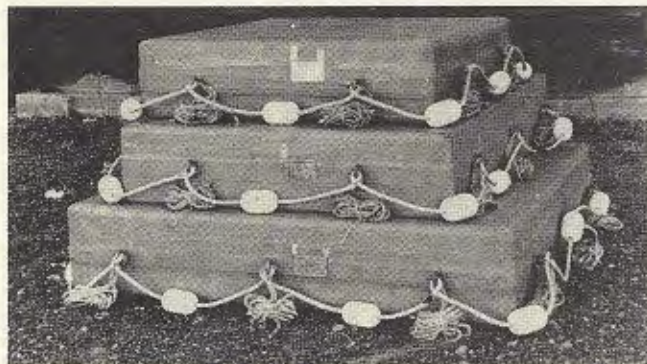
of the cabin and accessories, price \$2,995. Stage Three, for \$995, is the hull only with decks, hatch openings, skeg and floor members.

DOUGLAS SCOTT DEVELOPMENT CORP., 3934 West 150th St., Cleveland 11, Ohio.

A SEA WOLF 23-FT. CRUISER is a new addition to the Wolf Products fleet. In the \$5500 class, she has a 95-hp. Chris-Craft engine. She is 22'10" long with 9' beam, planked with lapstraked marine plywood over steam-bent oak frames on 6" centers. An unusually complete list of standard equipment includes a heavy duty battery, two 30-gal. gas tanks, bronze shaft and Equipose propeller.

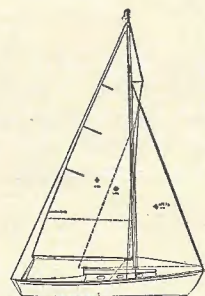
Stewart-Warner instruments, electric bilge pump, foam bunk cushions, convertible top and many other items.

WOLFE PRODUCTS, INC., 71 Elinor Ave., Akron 9, Ohio.

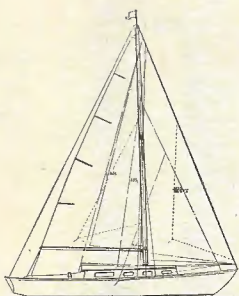


PORTLAND INDUSTRIAL PLASTICS CO., 6536 SW Macadam Ave., Portland, Ore., makes these 7-man, 11-man and 16-man liferafts of Styrofoam covered with color impregnated fiberglass plastic in a choice of colors—with orange recommended. They

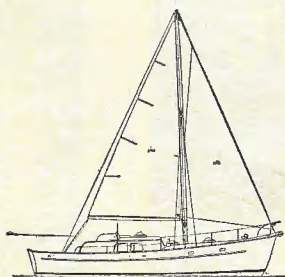
TYPICAL BOATS BUILT RECENTLY TO RHODES DESIGNS



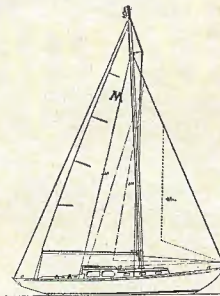
"IDLER" CLASS
25'-0" x 20'-0" x
8'-0" x 3'-10"



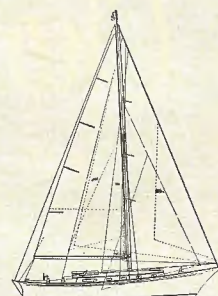
FIRANDE
38'-6" x 28'-6" x
9'-10" x 5'-9"



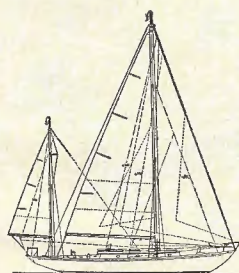
44 FT.
OFFSHORE CRUISERS
44'-0" x 40'-0" x
13'-1" x 4'-6"



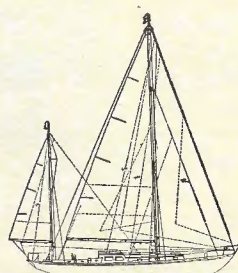
MARINER
CLASS SLOOPS
36'-0" x 24'-0" x
9'-3" x 5'-3"



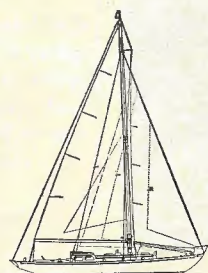
"WUNDERBAR"
40'-0" x 31'-0" x
11'-6" x 4'-0"



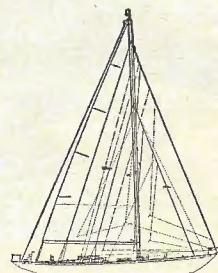
CLEO IV
42'-3" x 29'-0" x
10'-6" x 6'-0"



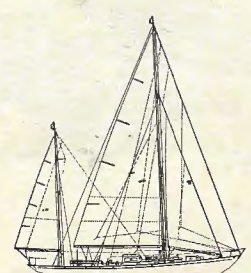
SKYWAVE
43'-0" x 29'-0" x
11'-3" x 4'-7"



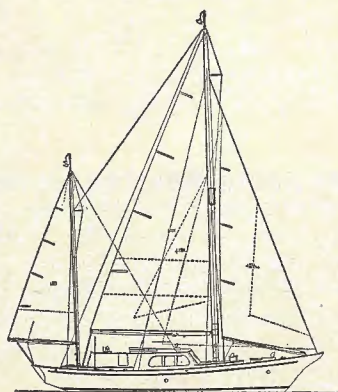
"HASTY"
SLOOPS
45'-0" x 32'-0" x
11'-9" x 5'-0"



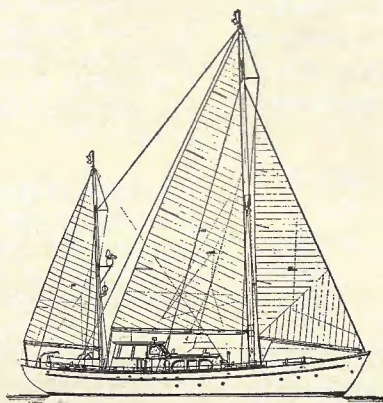
"CAPER"
56'-3" x 38'-0" x
12'-0" x 8'-0"



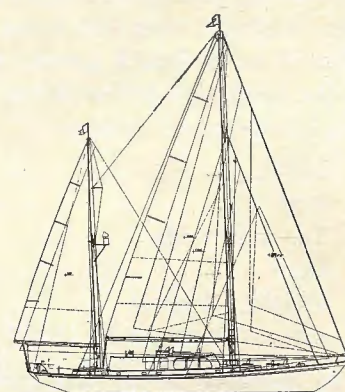
"CIBOLA"
60'-0" x 42'-0" x
15'-4 1/2" x 5'-6"



"LA BELLE SOLE"
64'-0" x 47'-6" x 17'-4" x 5'-6"



BAR-L-RICK
90'-0" x 75'-0" x 21'-6" x 6'-0"



"KAMALII"
75'-3" x 54'-0" x 18'-2" x 9'-0"

Consult us regarding your new boat

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NAVAL ARCHITECTS



MARINE ENGINEERS

Another PEERLESS BOAT by Pearson...

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RUGGED AND FAST and built to last . . . the CHALLENGER day cruiser, with its engineered hull design and fiberglass construction, wins the immediate and lasting approval of all who appreciate outstanding performance, style, and maintenance-free cruising. Comes with flying bridge, choice of inboard or outboard power, 2 built-in 6'-3" bunks, head, sink, icebox, stove, and other attractive interior appointments.

L-O-A	20' - 2"
Beam	8' - 0"
Transom Width	6' - 8"
Draft	10"
Weight (approx.)	1200#
Inboard Power..18 HP or 125 HP Interceptor	

Also available as an open-cockpit, heavy-duty, sports-fisherman.



Request descriptive literature or contact your favorite marine dealer for complete details.

PEARSON CORPORATION

Dept. Y-1, One Constitution Street, Bristol, Rhode Island.

The BOAT SHOW in Print



CARROLLTON MFG. CO., Carrollton, Ohio, makes this one-gal. stainless steel Aquatherm insulated jug with push-button spigot

Carlrim stainless galley sinks by Carrollton in 19 shapes and sizes are designed for easy installation



MONTGOMERY WARD & CO. BOATS for 1959 feature new designs, deeper hulls and molded-in colors, the company reports. New fiberglass and three new aluminum boats have joined the Sea King fleet. A new plastic craft is the 15' sport runabout with 5'7" beam, using motors up to 35 hp., with a double bottom providing flotation and a flat cockpit floor. With windshield, steering gear, walk-through front seat and deck hardware it sells for \$595.

A new aluminum boat has 14'3" gunwale length and 6'3" beam, a 5' forward deck, takes up to 35 hp. and sells at \$565 with deck hardware, running lights and steering gear.

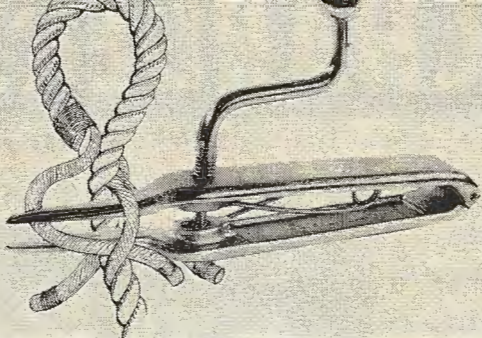
MONTGOMERY WARD & CO., 619 W. Chicago Ave., Chicago 7, Ill.

A PORTABLE MARINE RADIO MONITOR has been developed by the Central Electronics Corp. for use in small cruisers and outboards, to retail at \$34.95. The Monitor has a tuning range of 2000-3000 kcs covering the marine radio phone channels in the U.S. and Canada including boat-to-boat, Coast Guard, weather and ship-to-shore broadcasts. They can be used to listen in aboard the boat, or for those ashore to hear what those afloat have to say.

Two stages of amplification give ample loud-speaker volume. The Monitor is powered by one 90-v. and one 1½-v. dry batteries.

CENTRAL ELECTRONICS CORP., 20168 Bonniebank Blvd., Rocky River, Ill.

IMPERIAL BOAT TRAILERS, ranging from an economy series for small boats up to trailers handling 22-footers weighing 2600 lb., are out with new improvements for 1959, including heavier tubular steel frames to handle today's heavier rigs and motors. This weight also gives better road stability and steadier trailing, the makers say. A new double-gear winch and an improved tilting bed facilitate boat handling. Other improvements listed are oven-baked paint jobs, fiberglass fenders, extra forward supports, optional 18" rollers for wide hulls, heavy duty springs, Timken bearings, and interchangeable length tongues.



The **SPLICE-EASY-FID** has been devised to make rope splicing easy for amateur and professional, particularly with today's Nylon and other kinds of hard-laid rope whose tendency to kink while splicing is said to be overcome with this device. Chrome plated, \$6.50. **ELOF MALM**, 101 Elm Ave., Mount Vernon, N.Y.

AMERICAN LAFRANCE EXTINGUISHER. The Protexall Delux is a new portable dry-chemical extinguisher made by American LaFrance, to replace the presently condemned carbon tet and chlorobromethane fire extinguishers. Occupying a space only 15" by 4" is said to have the fire-killing power of four one-quart units of the above types.

It is effective against electrical, gasoline and cook stove fires, can be used at a distance of eight to ten feet from the flame, and does not give off harmful fumes. The specially-processed dry powder is impervious to moisture and needs no recharging until used. The retail price of the Protexall DeLuxe is \$22.95.

AMERICAN LAFRANCE (Consumer Prod. Div.), Elmira, N.Y.

NAUTOLEX VINYL FABRICS for many boat uses are offered by the Textileather Div. of General Tire & Rubber Co. Easy-to maintain fabrics for covering floors, deck, cabin tops, bulkheads, overheads, and upholstery, and others for spray curtains, boat covers, etc., are made to a variety of specifications to suit the special purposes. The decking, flooring and cabin top Nautolex fabrics, for instance, are said to wear better than linoleum, paint or varnish and offer a range of finishes from teak and mahogany color to modernistic abstract designs. They are said to be easy for the boat owner to apply.

GENERAL TIRE & RUBBER CO., Textileather Div., Toledo, Ohio.

SPORTNIK, SPEEDNIK AND SAILNIK are boats to be produced by Becker Products. As described by designer G. A. Becker, Jr., the Sportnik is a two-passenger runabout with a new type bottom, to make 50 m.p.h. with Class C and D motors, and sell at \$549. The Speednik is a similar but smaller one-man boat, to make 60 m.p.h. with Class B motor, at \$389. The Sailnik, says Mr. Becker, is a combination sailboat, iceboat, outboard boat, dinghy and hunting boat, with a design similar to the Sportnik; all for \$299.

Becker Products also makes a Bulkhead Bar and a variety of racks, fender boards, fids and other accessories.

BECKER PRODUCTS, 202 So. Lyons Ct., W. Atlantic City, N.J.

AMERICAN BOAT TRAILERS include more than 30 stock models designed to handle all sorts of "trailable" boats. Features are strong structural steel channels, high-pressure fittings to lubricate "no metal exposed" rollers. One new model, the BT-1600, is wide enough to handle beamy cabin cruisers, but still under the maximum legal trailer width for many states, 8'. Tilt mechanisms are included at no extra charge on nine American models this year, and capacities have been increased on five models. Dual tail, stop and directional lights are standard equipment on all models.

AMERICAN TRAILER & MFG. CO., Downey, Cal.

Another BOAT by Pearson...

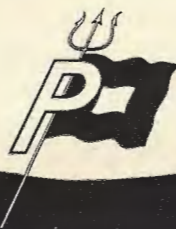
SLEEK ★ FAST ★ COMFORTABLE



AT LAST! A sensibly priced family cruising and racing boat of fiberglass construction . . . unites the most desirable marine design with the most practical yacht material yet devised for maximum strength and minimum maintenance. Designed by Carl A. Alberg, the **TRITON** comes sloop-rigged or yawl-rigged . . . with choice of two interior arrangements . . . sleeps 4 or 6 . . . color-styled in four distinctive decorator motifs.

L-O-A	28' - 3"
L-W-L	20' - 6"
Beam	8' - 3"
Draft	3' - 11"
Total Displacement	6930#
Auxiliary.....	Universal Atomic 4 (25 HP)

Fiberglass construction protects initial investment, cuts maintenance and annual yard bills.



Request descriptive literature or contact your favorite marine broker for complete details.

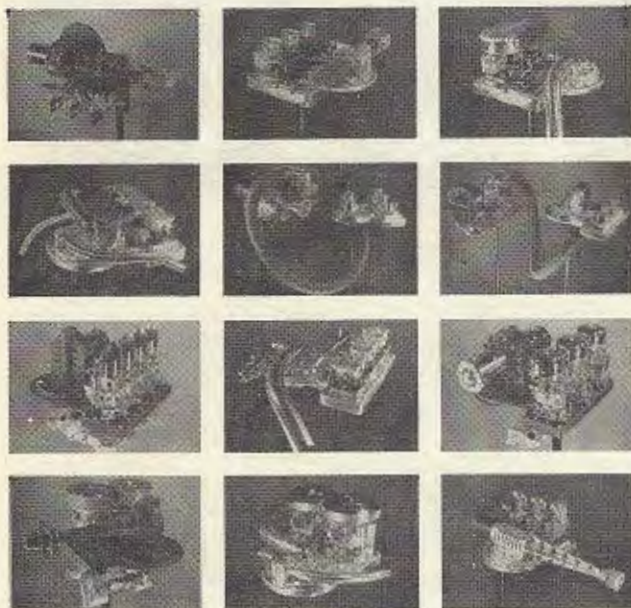
PEARSON CORPORATION

Dept. Y-1, One Constitution Street, Bristol, Rhode Island

Automotive UNIVERSAL Industrial
OBERHAUSEN
 Marine SUPERCHARGERS Truck

SUPERCHARGERS

ELECTRIC • ENGINE • EXHAUST • TWO STROKE • PULSE-JET • SOLID PROPELLENT
336 COMBINATIONS TO CHOOSE FROM



FEATURES:

- ADAPTS TO ANY AND ALL CARS
- SIMPLIFIED INSTALLATION
- LOW SILHOUETTES FOR LOW HOODS
- USE YOUR STOCK CARBURETOR
- CARBURETOR NOT PRESSURIZED
- ASSEMBLED OR IN KITS
- COMPRESSOR BYPASS STANDARD
- OPERATE ONLY WHEN NEEDED
- DASH REGULATION OPTIONAL
- TRANSFERABLE, CAR TO CAR
- QUICK CHANGE MANIFOLD
- QUICK CHANGE COMP. HEAD

TYPICAL INSTALLATION



OBERHAUSEN ENGINEERING CORP.
 2777 ASHFORD RD., N.E., ATLANTA 19, GEORGIA

- ☐ \$1.00 ENCL. RUSH 28 PAGE DELUXE FULL COLOR CATALOG
- ☐ \$5.00 ENCL. RUSH 150 PAGE INSTALLATION MANUAL PLUS DELUXE CATALOG

REFUNDED ON FIRST ORDER

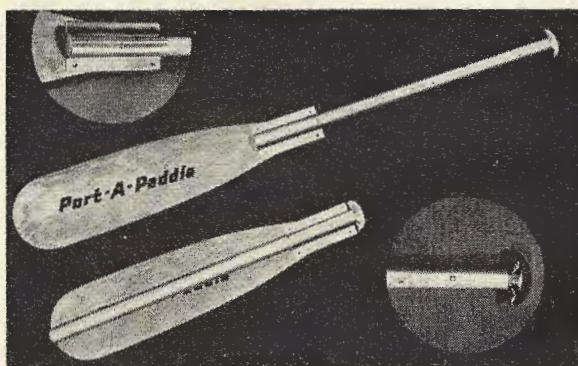
CAR MAKE _____ YEAR _____ NO. CYL _____

NAME _____

ADDRESS _____

CITY _____ ZONE _____ STATE _____

65% BOOST; 107 HP INCREASE
 ON STOCK 283 cu. in. CHEVY, USING AN INEXPENSIVE MODEL



BOAT NAMES, Inc., 426 West 5th St., Kansas City, Mo., offers a variety of shapes in its bronze and chrome-plated lettering, in 3", 4" and 6" sizes. Another Boat Names product is the plywood-and-aluminum Port-A-Paddle, which collapses to 29" length for stowage

BOAT HORNS BY FERRELL include the Sporty model, in chrome finish, and the Sea Runner, available in six colors. The horns are all-metal and come with the Energy Pac, said to be good for 800 clear, strong signals before requiring replacement. Signals are said to be audible from one to two miles. Either model may be either a portable or, with a bracket made for the purpose, a permanently installed horn aboard the boat. Prices \$17.95 and \$14.95.

FERRELL MFG. CO., Groton, N.Y.

BALKO TRAILERS for 1959 include a new Interceptor series of six trailers to transport inboards and outboards 15' to 22' long weighing up to 2000 lb., and to be loaded and launched by one man. Including other lines, Balko has 14 new models. Their A-frame and T-frame trailers have been improved in various details.

NEW MOTOROLA RADIO PRODUCTS that may be of interest to yachtsmen include the Handi-Talkie Pocket Receiver and its companion Pocket Transmitter, and the transistorized MOTRAC radiophone. The Handie Talkies, designed for personal radio communication, together weigh less than 60 ounces. The Motrac, utilizing more than 20 transistors, is compact (3" high by 11" wide by 17" long) and is said to have extremely low power consumption. It will be available for operation in the low (25-54 Mc) and the VHF (147-174 Mc.) frequency bands, providing 25 watts output in the higher band and 30 or 50 in the lower. The receiver has an audio output of 5 watts.

MOTOROLA, INC., 4501 West Augusta Blvd., Chicago 51, Ill.

VARIED LINE BY HURRICANE MARINE. Offered by Hurricane Marine Co. for the current year are a variety of imported engines. These include Albin (Swedish) four-cycle gasoline models rated at 5, 10, 15, 20 and 40 hp.; four-cycle B.S.M. (Swedish) diesels developing 6 and 17 hp. respectively, and a 10-hp., two-cycle, Boreas (Danish) gasoline engine.

Also available from Hurricane will be the "Speed-Log" combined speedometer and odometer, and fittings including back-stay levers, winches, snatch-blocks, roller reefing gears and reel-halyard winches.

HURRICANE MARINE CO., 642 Beaubien St., Detroit 26, Mich.

BURROUGHS' NEW TRANSOM PAD, made of cushiony but tough polyethylene, protects boats from outboard motor vibration and motor clamp damage and is said not to be affected by sun, salt water, gas, oil, acids, alkalis, paint, etc. It is of "multi-cushion" construction said to give unusual strength and resiliency, and will fit snugly over any transom up to 2½" thick. In black and white; \$3.95.

BURROUGHS MFG. CORP., (Marine Prod. Div.); 3550 Ty-

BJ MARINE BEARINGS have added three new water-lubricated, rubber-lined bearings, for 4½", 5", and 5½" shafts, thus enlarging the line which previously covered shaft sizes from ¾" through 4¾". The company reports also that its BJ Slimline Bearings, designed to fit streamlined struts of smaller boats, in shaft sizes from ¾" up to 1¼", are enjoying increased popularity for replacing bronze and phenolic bearings. The BJ bearings are of resilient molded rubber bonded to a brass sleeve, and are water-lubricated.

BJ MARINE BEARINGS DIV., BORG-WARNER CORP., Box 2017, Terminal Annex, Los Angeles 54, Cal.

THE KALUA CATAMARAN is a 16'-long twin-hulled day sailer built of fiberglass by Dolphin Laminates, Inc. Designed by Robert B. Harris, the boats are 7'9" beam and have roomy cockpits for fishing and other sports. The 160-ft. rig is carried on an aluminum mast, and in addition to sailing fast the Kalua can be driven at high speeds by outboard motors. For this purpose the rig is easily removable. The Kalua is said to be readily transportable by car trailer.

DOLPHIN LAMINATES, Inc., (Marine Prod. Div.), Box 4694, Miami Beach, Fla.

THE SOUTHEASTER is a 16', flat-bottomed, scow-type fast planing sloop, organized as a one-design racing class and available in kit form from R. D. Halsey. The boat has 5'4" beam, 117 ft. of sail with a "wishbone" boom on the main-sail, and displaces 240 lb. The hull is decked over except for a small cockpit. Construction is of sheet plywood, and the kits are supplied with most of the parts cut to shape and centerboard trunk assembled.

R. D. HALSEY, 7400 SW 64th Court So., Miami, Fla.

THE NYLOX ADVENTURER 15 is described as having "the most advanced California boat styling." This is a new molded fiberglass hull with 14'10" gunwale length, described as an outstanding ski boat with quick getaway, for skin diving, fishing, general boating and sports boat racing. Features are said to include innerspring upholstered seats, flap-covered lockers, compound windshield, compound steering controls and Tri-Tone molded-in color combinations.

NYLOX CORP., Arcadia, Cal.

ROYAL-T-MARINE PRODUCTS include half a dozen chemical compounds useful to the yachtsman. These include 4T4, a safety solvent spray replacing carbon tetrachloride; 9T9, teak deck cleaner; 6T6, odorless bilge cleaner; 7T7, all-purpose cleaner; 6T3, non-inflammable paint remover; 8T4, oil and gas additive said to improve performance of two-and-four-cycle engines.

ROYAL-T-MARINE PRODUCTS, INC., 551 Fifth Ave., New York 17, N.Y.

FLYING BRIDGE STEERING SYSTEMS by Spindler are designed for "finger tip" control from the secondary as well as the main steering station. Spindler suggests that yards or owners converting existing boats to dual steering send the company their present main steering gear to be adapted and combined with the new flying bridge unit. Spindler also offers a line of fishing rod outriggers.

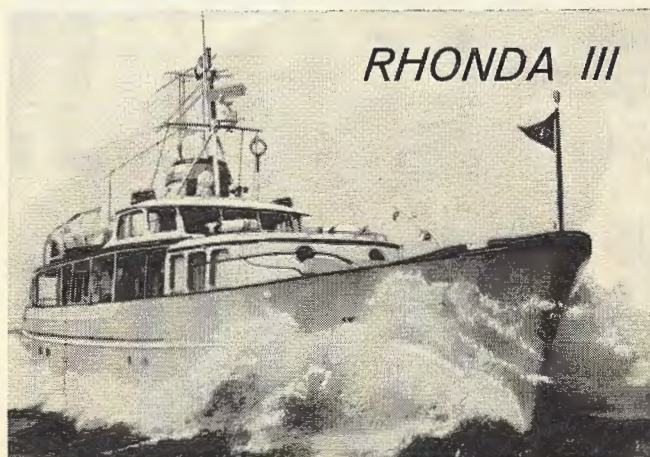
AUGUST SPINDLER & SONS, INC., Colgate & Mercer Sts., Jersey City 2, N.J.

PACIFIC MERCURY MARINE ELECTRIC PLANTS have as standard equipment an electric starter with remote control receptacle, shock-absorbing feet, built-in carrying handles, trickle charger and extra plug-in receptacles. A built-in r.p.m. meter is standard on all plants from one through 15 KW to permit proper control of operating speed.

All units are mildew and fungus-proof, and have aircraft-type wiring that is guaranteed never to deteriorate. Four-cycle engines are used on all models.

PACIFIC MERCURY, 14052 Burbank Blvd., Van Nuys, Cal.

climb aboard a vessel designed to your specifications . . . entertain customers, prospects . . . and use it to put new pep into your management team. *Write for a Rhonda III brochure.*



THE INGALLS

SHIPBUILDING CORPORATION

BIRMINGHAM, ALABAMA

shipyards: PASCAGOULA, MISSISSIPPI; DECATUR, ALA.

Xceptional for

- **ANTI-FOULING EFFICIENCY**
- **FAST RACING FINISH**
- **RESISTANCE TO WEAR**



NOT JUST A PAINT WITH POISONS ADDED

—it's a new formula basically different from other anti-fouling coatings. Made from minute copper particles in suspension, it's a true liquid copper sheathing, easily mixed, easily applied with brush, roller or spray. Dries rapidly to form a hard, smooth metallic surface that resists abrasion, is impervious to teredos, barnacles—all marine growths. *There are 15 reasons why it is better.* Write for full information today—or

See Us

**NATIONAL BOAT SHOW
NEW YORK—Booth D-81**

EXCELLENT ON FIBREGLASS,
WOOD, METALS OR PLASTICS.

METALLIC COATINGS CORPORATION

919 N. Michigan Ave., Chicago 11, Ill.



ANCARROW MARINE, INC., 1729 Summit Ave., Richmond, Va., introduces the Consul, 19' single-cockpit, V-drive runabout which the company describes as "the fastest stock pleasure runabout in the world powered with a stock engine." Another boat of Ancarrow's "Fleet of the Future," the 25' Aquilifer, is said to make 60 m.p.h.



The Ancarrow Gladiator is a 20' utility boat in which a choice of nine engine installations, as well as a selection of optional equipment, may be had. A new Ancarrow boat this spring will be a 17' skiing boat

DRAFT CONTROL JIBS offered to racing or cruising sailors by Murphy and Nye for 1959 are of novel type. The luff of the sail is arranged to slide freely on a coated wire, so that the jib's draft may be manipulated to give best efficiency for the prevailing breeze strength and point of sailing. Thus one jib will pull equally well in light or heavy weather; to windward or on a broad reach. Says R. I. Stearns, president of the company, "It is as important to have a downhaul on the jib as to have one on the mainsail." The design is patented.

MURPHY & NYE, 4721 North Kedzie Ave., Chicago 25, Ill.



The Murphy & Nye "draft control" jib has a downhaul

DURA LETTER numbers and letters are offered in sizes suitable for making up boat names, hailing ports and registration numbers. They are of reflective scotchlite material and are pressure-sensitive.

DURA LETTER MARKINGS, 1231 So. Main St., Los Angeles

BROWARD BUILDING AN 83-FOOTER. Nearing completion at the Broward Marine plant in Florida is the 83' diesel yacht *Jonathan III*, for Mr. and Mrs. Harry Blum of Chicago. She has a beam of 19' and machinery includes two 375-hp. turbo-charged General Motors main engines, two Kohler DC generators, and a 5 KW belt-driven generator.

Laminated oak is used for keel, stem, one-piece deck-to-deck frames, stringers, guard rails, etc. Planking is Philippine mahogany, decks teak.

With three big staterooms aft, each with its own head, and with galley, dining and main saloons (the latter with a glass-enclosed after section) on the main deck, she has every provision for luxurious living. There are more than 70 cu. ft. of refrigeration, stereophonic sound system including television, all electronic navigation aids, built-in vanities in each toilet room and similar equipment. The owner's stateroom alone boasts 19 large drawers, five shoe lockers and two cedar-lined closets. The yacht will carry a crew of four. On the fiberglass-covered boat deck will be an aluminum sun-lounge, aluminum stack, davits, and 16' and 14' aluminum tenders.

BROWARD MARINE, INC., 1601 SW 20th St., Ft. Lauderdale, Fla.



CRUISERS, INC., Oconto, Wis., features Clinkerbuilt boats for outboard power in sizes from small fishing utilities to outboard cruisers, of five-ply marine fir plywood, machine-bolt fastened. The 14' Holiday has vinyl cockpit coaming, can take motors from 10-45 hp. The 16' Seafarer is suitable for fishing or water skiing and has stowage space forward and in mid-deck compartments



CROSBY YACHT BUILDING & STORAGE CO. is embarking on its 109th year of building boats on Cape Cod with a full program. In addition to several of their 24' Crosby Stripers they are building a 30' twin-engine Albacore sport cruiser, sleeping four. In the design stage is a new 27' sport fisherman, for single or twin engines, accommodating two or four. She will be a V-bottom, with double-planked mahogany-over-cedar bottom and single planked topsides, Everdur fastenings, teak cockpit floor and Monel tanks.

CROSBY YACHT BUILDING & STORAGE CO., Osterville, Mass.

INFLATABLE LIFE RAFTS, increasingly accepted among yachtsmen as offshore life-saving equipment, are a product of the Survival Equipment Corp., which says its rafts pack in sailbag size, complete with emergency equipment, and inflate in a few seconds on pulling of a cord. Rafts are made 4, 6, 8, 10, 12, 15, 20 and 25-man sizes. U.S. sales agents for the Survival Equipment Corp are:

"They say you can install an **HONEST JOHN** in only 4 hours— and we proved they were right"



say Tom Heston and Bill Bell,
captain and first mate of "Miss Zee," Absecon, N. J.

— HERE'S HOW WE DID IT —

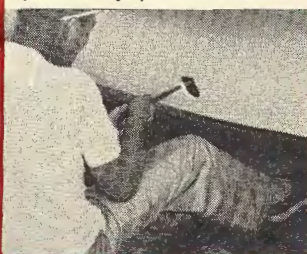
1:00 P.M. Everything you need, except tools, is in this handy kit—even nuts, bolts, screws, etc.



1:05 P.M. First lay out all the items—and read over the simple installation instructions.



1:30 P.M. Cut hole for discharge valve. Since this is hardest part of the job, have friend do it.



2:30 P.M. Set up framework inside hull. Mount valve and secure. Job is well along now.



3:30 P.M. Cut plywood panel to fit bowl...insert bowl, then seat and lid. Looks real shipshape.



4:00 P.M. Drill hole through hull below water line and install water intake fitting.



4:55 P.M. Pump and hoses installed. Problem: find Honest John! (It's under the bunk, of course.)



5:00 P.M. Job's done...and the "Miss Zee" is ready for sea. New comfort for all aboard.



Only \$57⁵⁰ Complete

That's all there is to it. Saves time and money. Honest John is made of high-impact styrene plastic—for permanent beauty and cleanliness. Simple, modern design. Compact—can be fitted into corner or under bunk. No complicated gadgets to get out of whack. Thousands in use. It's the "head of the family."

HONEST JOHN MARINE TOILET

Also makers of ACE reinforced plastic WASHDOWN HOSE—guaranteed 10 years!
DEALERS: If you are not yet handling these lines, send for full information.

Send coupon today
for complete information (no obligation)✚

AMERICAN HARD RUBBER COMPANY
Division of Amerace Corporation
Dept. 1, 200 East 42nd St., New York 17, N. Y.

Please send complete information about the Honest John.

NAME _____

ADDRESS _____

CITY _____ STATE _____



Pioneering

The Proved, New Concept in Diesel Adaptability

AIR-COOLED SMALL DIESELS —by

Lister

To the acknowledged diesel attributes of safety and economy add these: Compactness • Simplicity • Ruggedness without excess weight • Flexibility without sluggishness • Quick, easy installation • Instant starting in temperatures from sub-zero to 130°F. ALL OF THESE BENEFITS ARE YOURS WHEN YOU INSTALL A LISTER!

PROPULSION for small and medium sized power and sailing craft.
AUXILIARY POWER for any boats.

Model LDM2GR. 2 cyl. *7 HP @ 1800 RPM. Only 28" high, 25" wide
Model HA3MGR. 3 cyl. **30 HP @ 1800 RPM. Only 32 1/4" high, 29" wide
*10 HP Gross Rating **44 HP Gross Rating

HONEST HORSEPOWER THAT REALLY DELIVERS EVEN AT LOW RPM!

The Lister line is time-tested, service proved. Listers presently provide auxiliary power or propulsion for countless craft coast-to-coast and world-over.

Write us your requirements. Get our literature and recommendations NOW!

Distributorships available in some areas

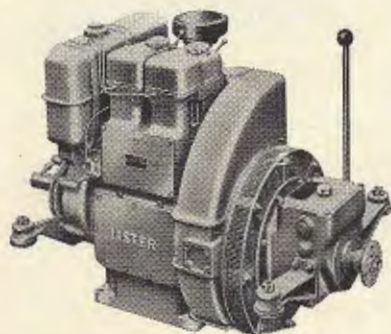
LISTER-BLACKSTONE, Inc.

42-32 21st Street, Long Island City 1, N. Y.

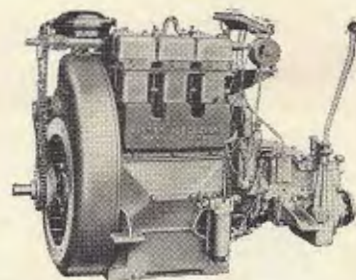
Tel.: Stillwell 6-8202

In Canada: Canadian Lister-Blackstone, Ltd.,

1921 Eglinton Ave. E., Toronto 13, Ont.



Model LDM2GR 7 HP @ 1800 RPM



Model HA3MGR 30 HP @ 1800 RPM

See Lister Diesels at
Booth B44 National
Motor Boat Show,
New York.



The JABSCO PUMP CO., 1485 Dale Way, Costa Mesa, Cal., has an addition to its complete pump line called the "Water Puppy." Weighing only 5 1/2 lb., with a 1/15-hp. motor and a 4.6 g.p.m. capacity, it is recommended by Jabsco for bilge and bait tank pumping, washdowns and push-button water systems. Cost and maintenance are said to be low. Construction is of bronze with neoprene impeller and stainless steel shaft

LAC DU NORD KAYAKS for 1959 include a new 14' double-ender with a 7' by 24" cockpit designed for two men to hunt or fish in. It weighs but 36 lb., sells for \$79.50, and like all Lac du Nord Kayaks comes in a kit, ready to assemble, with preformed aluminum ribs. Fiberglassing kits are available. The other Lac du Nord Kayaks are a one-man double-ender 14' long, 13'6" Winnebago square-stern, and 16' Big Chief double-ender.

LAC DU NORD KAYAKS, Box 107-R, Park Falls, Wis.

WALCO RADIOTELEPHONES include a number of models starting with the WA 150, which the company says "puts out the loudest signal on the air." The Walco Model 50 has a power input of 50 watts with 25 watts to the antenna; complies with the new regulations covering party boat communications; has five pre-tuned crystal-controlled marine channels and standard broadcast, and is in two units for installation flexibility, the power supply being separate. It is



The Walco 50 radiophone has five pre-tuned bands plus standard broadcast reception; 50-watt power input

Walco 20-watt and 40-watt packaged units have transistor power supplies said to give high efficiency and low battery drain.

WALCO ELECTRONIC CO., 9404 Ventnor Ave., Margate City, N. J.

JOB LOT TRADING CO., 49 Vesey St., New York 7, N.Y., sells this government surplus compass for \$19.00. Features include heeling and semi-circular correctors, rubber shock mounts, variation index, course indicator scale, etc.



BUILT BY DERECKTOR

FOR PERCY CHUBB II

Antilles which was built by us in 1958 is still another example of a yachtsman of wide experience coming to Derecktor.

Mr. Chubb wanted a comfortable, seaworthy ship for extended cruising. Designed by Sparkman & Stephens, she's unusual in her layout which provides great room and comfort in two cabins for an owner's party of four and a paid hand aft. She's unusual too in her many special features requiring ingenuity and experience for the builder, features such as a gimballed counter space in the galley, a complete workshop for emergency repairs, mechanical refrigeration, bronze centerboard bunk, a power-driven winch off the main engine, special deck boxes.

She's double planked and built to top specifications throughout. Fine specifications alone do not make a fine yacht. But when given to a yard which combines excellent craftsmanship, superlative finish plus ability to execute special requirements, the result gives the owner a boat he can be proud of for many years. This is why yachtsmen who really know boats turn to Derecktor.

Inquire also about our custom quality stock boats—the Gulf Stream 27, Gulf Stream 30, and Gulf Stream 36.



L.o.a. 46'1" L.w.l. 32'6" Beam 12'10" Draft 4'8"

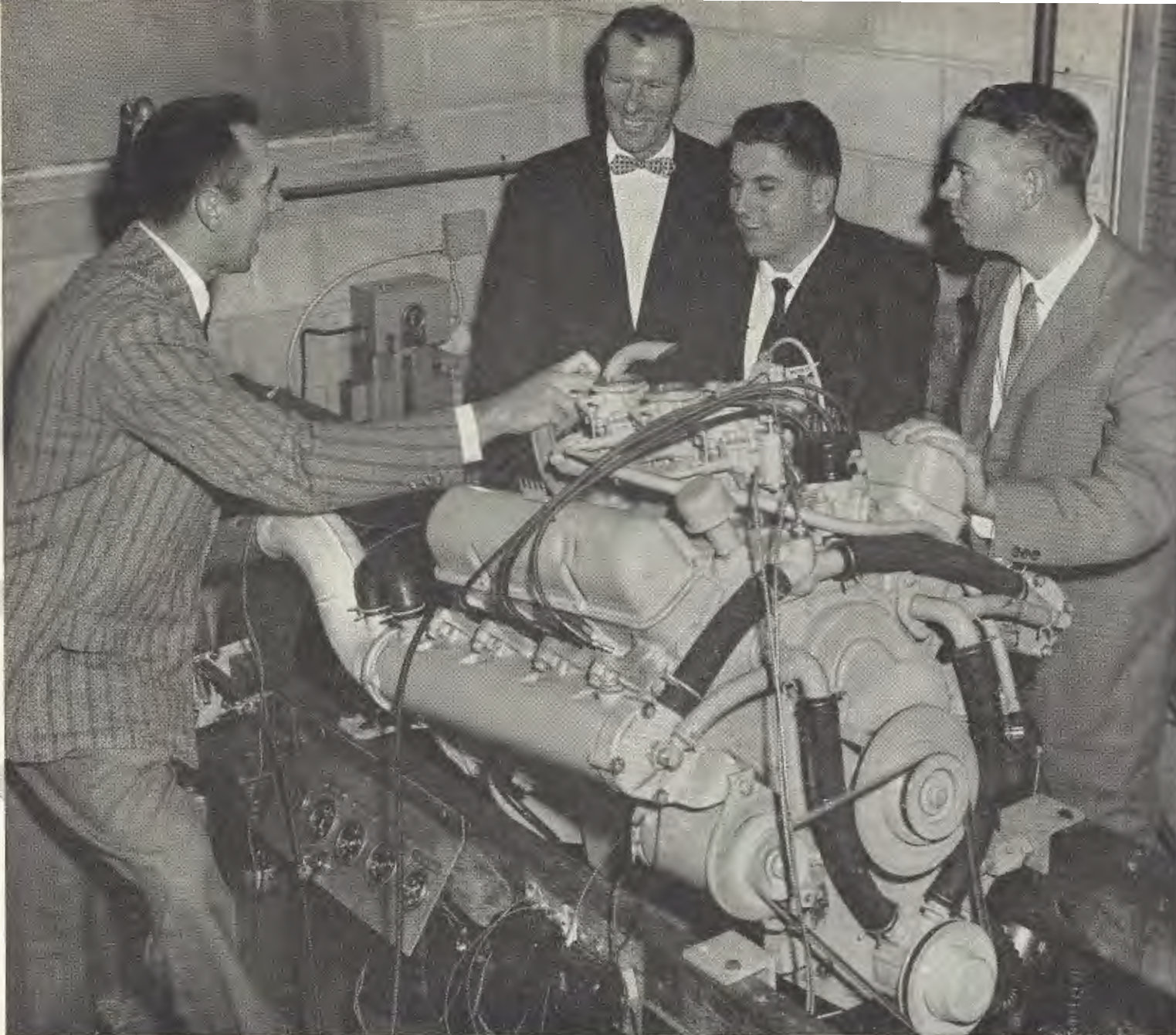


ROBERT E. DERECKTOR, INC.

311 EAST BOSTON POST ROAD

OWens 8-5020

MAMARONECK, N.Y.



L-R: Leading race drivers Fred Alter, Danny Foster, Lee Schoenith and Don Wilson inspect new Interceptor "361" at Dearborn Marine Engines, Inc., plant.

TOP RACE DRIVERS HAIL HIGH HORSEPOWER *INTERCEPTOR* "361"

They came to see for themselves! This is what they had to say: "You can't beat cubic inches"

"Wonderful . . . inexpensive . . . dependable. Now the man without too much money can afford an inboard!"—LEE SCHOENITH, three-time U.S. champion driver and manager of Detroit's famous Roostertail Supper Club.

"Mechanically, you've thought of everything . . . I'm amazed!"—DON WILSON, winner of Silver Cup, President's Cup, Sahara Cup, etc.

"Interceptor started the trend to modern, trouble-free power . . . you've done it again!"—DANNY FOSTER, the Mallory man and winner of President's Cup (3 times), Gold Cup (twice), Silver Cup, etc.

"Use of lightweight aluminum makes it a natural for cruisers. You'll have power to bring a big boat up to planing position."—FRED ALTER, winner of Detroit Memorial, Governor's

NEW "361" FEATURES

- 361 cu. in., Y-block, over square.
- Lightweight (870 lbs.) Maximum use of durable, lightweight aluminum.
- Full-flow, 4-barrel carburetion. Two independent float systems, unaffected by engine angle, sharp turns. Automatic two-stage auxiliary throttle.
- Two oil coolers; one for engine, one for transmission. Adjustable for local ambient water conditions.
- Micro-adjusting mounts. ● Crankshaft balancer.
- Approved flame arrestor. ● Waterproof safety switch.
- Heavy-duty transmission, hydraulically operated.
- Exhaust and outlet risers standard equipment.
- Full-length, full-circle water jackets.

ANNOUNCING NEW 1959 *INTERCEPTORS*

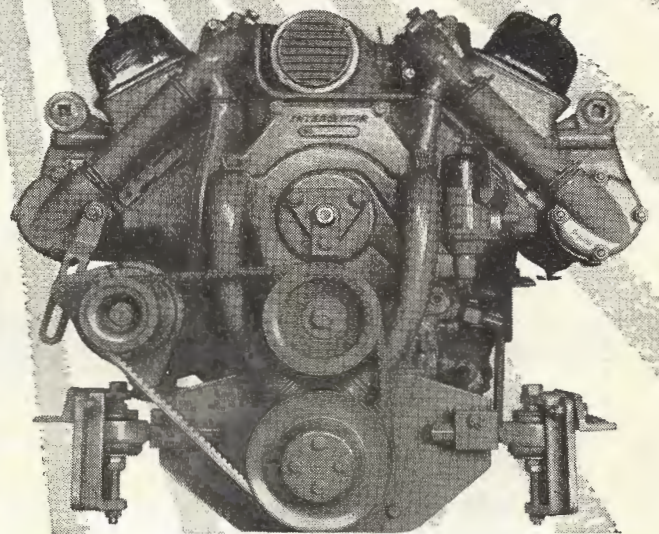
256 Cu. In.

272 Cu. In.

292 Cu. In.

312 Cu. In.

1959 advances
show why leaders
always specify
INTERCEPTORS



Introduced a few years ago, Interceptors have revolutionized concepts of marine power! Radically new, vastly superior Interceptors lead the way to a new era of boating pleasure. Dealers, builders and boat owners voiced their appreciation of this new standard in dependability, economy and performance by making Interceptors the leaders in their power categories.

BASIC CHARACTERISTICS SET INTERCEPTORS APART!

- LOW WEIGHT TO HORSEPOWER RATIO
- COMPACT SIZE, LOW SILHOUETTE
- AMAZINGLY COOL, QUIET OPERATION
- DEPENDABILITY
- ECONOMY

Light weight and rugged strength are combined by maximum use of aluminum in crankcase, manifolds, valve covers, etc.

Efficient twin carburetors are nested in the "V" of the engine, consume all raw fuel and vapors. The fully automatic choke gives quick-starting, efficient operation.

Precision fuel induction, with expressway intake manifold and machined combustion chambers, combined with the twin carburetors—one for starting and low speeds, the other for high speeds—gives special low-speed control for trolling and great economy.

All new rubber-cushioned, micro-adjusting, rebound-controlled engine mounts dampen vibration and engine noises.

High-velocity, high-capacity, full-length, full-circle Series-Flow cooling, fed by a dual self-priming, positive displacement water pump, keeps the engine cool and quiet, eliminates steam pockets and hot spots. Thermostats are located at front of engine for accurate readings of hottest temperatures! Modern, positive, quick-acting hydraulic transmission provides the kind of controls boat owners have wanted for years. Heavy-duty transmission and reduction gears are available.

Positive full-pressure lubrication, micronic oil filter and short oil passages to all important components, with special oil level safety feature, mean longer engine life, smoother, quieter operation. All normal service is easily accessible from top side. For more boating fun go modern—go Interceptor!

Export Dept. • 120 Madison Ave. • Detroit 26, Mich. • Cable Address: Robns Detroit

DEARBORN MARINE ENGINES, INC.

Dept. C • 31465 Stephenson Highway • Royal Oak 4, Michigan



LAMPORT DRISAIL, ZETA AND DEFENDER SAILCLOTH

is offered to yachtsmen by Alexander Lamport and Bro. through its five-year-old sailcloth division under Sol Lamport. The firm, celebrating its 50th anniversary, has pioneered in developing new methods of weaving and finishing sailcloth with heat setting and stabilizing processes that give uniform cloth. In Dacron there is a range of weights up to 18 oz. fabric (24 oz. per sq. yd.) and nylon for light sails as light as 1 oz. There are three trade names: Drisail, the standard water-repellent line of dacron sailcloth and nylon for spinnakers; Zeta, custom spinnaker fabric of extreme lightness and strength; Defender, a new line of custom Dacron now available in limited weights but soon to be available at standard weights.

ALEXANDER LAMPORT AND BRO., *Sail Fabric Div.*, 55 Leonard St., New York 13, N.Y.

MARINE ELECTRICAL GEAR BY SUTTON Mfg. Corp.

includes four new items. An all-brass marine windshield wiper that develops $\frac{1}{2}$ hp. at the wiper shaft has oversize brass gears and a Tobin Bronze shaft running in nylon bearings to eliminate freeze-up from corrosion. It is capable of 40 strokes a minute and is available for all voltages of DC current. Prices start at \$34.50 for six volts. Sutton also has a submersible bilge pump in automatic and manual types with a low 6" height and $\frac{3}{4}$ " discharge, a full 8" blade cabin fan with especially quiet motor, and a bilge level indicator that tells by light and buzzer when water is high and also may be used as a switch to operate remote pumps.

SUTTON MFG. CO., 112 W. Wilson Ave., Norfolk, Va.

CHELSEA CLOCK COMPANY features clocks and barometers especially suited for marine use or as a decorative addition to a yachtsman's home ashore. A typical model is the Claremont finished in statuary bronze and polished yellow brass. The clock strikes authentic ship's bells and has an eight-day jeweled lever movement. The aneroid barometer also contains a Fahrenheit thermometer. The base is solid cast and suitable for an inscription. This model is \$265. Chelsea clocks are handled by marine dealers and jewelers.

CHELSEA CLOCK CO., 1248 Everett Ave., Chelsea 50, Mass.

MINNEFORD YACHT YARD at City Island, New York, is said to be the largest combined yacht yard and marina on the East Coast. It has 3000 feet of float space, plus moorings, and can handle the largest yachts, with 12 feet of water at low tide. The yard is equipped to build and repair all kinds of boats, has extensive shops and skilled labor facilities, service for diesel and gas engines, compass adjusting, fuel, ice, showers, mail port facilities and marine hardware, supplies and ship's stores. Storage is available both covered and open, and the yard is also agent for Colonial cruisers, Mercedes-Benz marine diesels and Dyer dhows and prams.

MINNEFORD YACHT YARD, 150 City Island Ave., New York 64, N.Y.

A FOREIGN-BUILT 23-FT. SLOOP, built fisherman style with a round stern, is imported by Sailing, U.S.A. The sloop is a centerboarder with 8' beam, heavily built of oak, elm, black pine and teak, with galvanized nail fastenings. Engine beds and shaft hole can be installed in building. The cabin has two berths, lockers, and space to build in a galley and head. Price, including sails, \$1995 at pierhead, Brooklyn, N.Y.

SAILING, U.S.A., 95 Boyd St., Long Beach, N.Y.

MERRIMAC CRUISERS in 32', 38' and 44' lengths are built by Manson Boat Works. The 32' Express Hardtop has a 14' long, one-level cockpit and also sleeps four in two cabins, while the Sedan 32 has two arrangements, sleeping four or six. Single or twin power is available up to 450 hp. In the 38'



A 31' motorsailer sleeping four in two staterooms, with an enclosed toilet and a midships galley is being built by Burr Bros. Boats, Marion, Mass., as a stock design. Construction is to A-1 specifications. Dimensions are 31' X 27'6" X 10'3" X 3'9" and she was designed by F. S. FORD JR., NAVAL ARCHITECT, 17852 Maumee Road, Grosse Pointe 30, Mich.

galley is roomy and power ranges up to 550 hp., as it does in the 44-footer, although in both twin 170-hp. Chryslers are standard. Express, sedan and double-cabin 44-footers are available, with such luxuries as electric cooking and refrigeration and automatic oil heat.

Distributor of these craft is:

SHONGUT BOAT & ENGINE CENTER, INC., 451 E. Boston Post Rd., Mamaroneck, N.Y.

WIND DIRECTION AND SPEED INDICATORS from Cape Cod Wind Indicator provide a weather station for home or club that gives wind direction and velocity electrically. Twin instruments in brass casings, each at \$49.95 postpaid, can be mounted on wall indoors to give a clear easily read picture of the information. The Wind Direction Indicator is wired to a small rooftop wind vane that flashes the direction by lighting compass points on the brass dial. The Wind Speed Indicator is connected to spinning cups on the roof and registers up to 100 m.p.h. on a needle and dial.

CAPE COD WIND INDICATOR, Harwichport 2, Cape Cod, Mass.

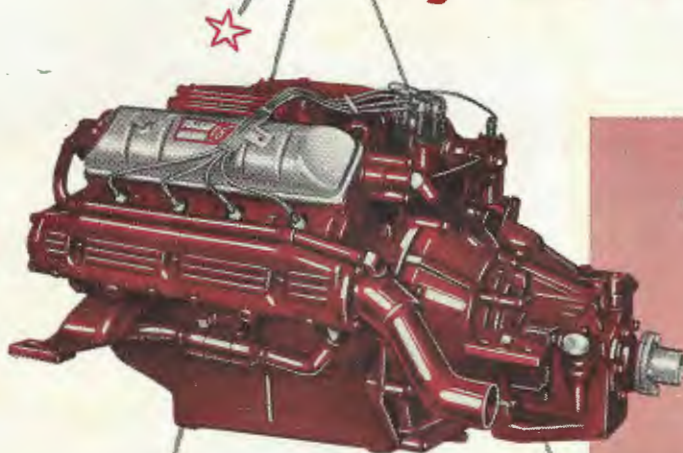
NORTHLAND SKIS for 1959 include aluminum-covered white ash jumping skis and a new slalom ski called the Sabre, in addition to the more familiar skis in their comprehensive line. The Super-Jumper aluminum-covered skis are reinforced, heavier and said to stand up longer than the standard ski. The Sabre and other slalom models have aluminum keels for skid-free performance. These and all the other Northland skis for this year are equipped with new bindings with high rubber heels that hold the foot securely.

NORTHLAND SKI MFG. CO., 2325 Endicott St., St. Paul 14, Minn.

COPEROYD ANTI-FOULING BOTTOM PAINT for racing has been improved so that it will not cake in the bottom of the can and can be stirred easily even after long storage, for thorough mixing and easy application by brush, roller or spray. It is said to have the highest percentage of pure metallic powder of any such product. The company also makes Coperit anti-fouling bottom coating.

METALLIC COATINGS CORP., 919 North Michigan Ave.,

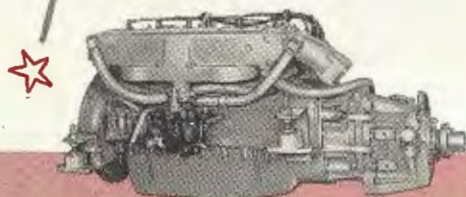
MAKE A GOOD BOAT BETTER WITH **POWER** by **GRAYMARINE**



- Gray's smooth V-8's—new 135 hp and 170 hp, also 225 hp—have already distinguished themselves in many varied installations for those who want top power in a lightweight, compact yet sturdy package. Many features, including new Warner hydraulic gear, smooth idling, quick acceleration, top-of-engine servicing and balanced cooling.

NEW **NEW**
3 V-8's: 135 HP • 170 HP • 225 HP

19 FOURS AND SIXES



- Gray's nine 4-cylinder engines cover a wide range of requirements, and are rated at 25, 31, 45, 60, 63, 70, 75, 85 and 90 hp.

Gray's 109 hp Model 109 (shown) is popular with workboat operators, and one of ten fast, smooth 6-cylinder engines rated at 109, 116, 118, 120, 136, 150, 165, 175, 185 and 200 hp.

6 CUSHIONED-POWER DIESELS



- Gray's 130 hp Six-D427 shown, use-proved for years in Government service, is representative of the Gray Diesel line—25, 30, 60, 130, 150 hp, and now the new 190 hp Six-D802. For those who want the benefits of Diesel power, Gray's four-cycle design is an extra advantage, resulting in simpler maintenance and smoother, quieter operation.

Exhibited at All Major Boat Shows—

Used in the Leading Stock Boats!



GRAYMARINE

GRAY MARINE MOTOR COMPANY, DETROIT 7, MICHIGAN • SUBSIDIARY OF CONTINENTAL MOTORS CORPORATION



The BOAT SHOW in Print



X-I-M FLASH BOND is a seal and bond for prime coat preparation of wood, plywood, steel, aluminum, fiberglass, masonite and other boatbuilding materials on any part of the hull or topsides. It is a phenolic modified polyester synthetic coating that seals wood surfaces without raising the grain and seals and arrests the progressive action of rust on steel and other ferrous metals. When applied to plastic boats it becomes an integral part of the plastic. Never used as a finish coat in itself, it can be mixed with finish coats in various ratios to impart flexibility and resistance to weathering. It can be mixed with high gloss enamel in a 25-75% ratio, or with copper bottom paints in a 75-25 ratio on the first coat and the reverse on later ones, but never with chalking type flat paints.

H. FORSBERG CO., 5105 Lakeside Ave., Cleveland 14, Ohio



TAYLOR INSTRUMENT COMPANIES, 95 Ames St., Rochester 1, N.Y., sells this new Mate compass at \$12.50 in the night-illuminated version or \$10.95 unilluminated. The 2½" dome magnifies the card and can be rotated by the helmsman for his convenience, moving the lubber-line out of the boat's fore-and-aft plane

APPEL'S NAUTICAL ATTIRE FOR 1959 will take advantage of the qualities of the newer synthetic fabrics, the century-old tailoring firm specializing in seagoing clothing says. Both formal and casual wear will be made from lightweight Dacron and other new fabrics. They also note a trend toward cooler and more comfortable boat clothing for warm weather.

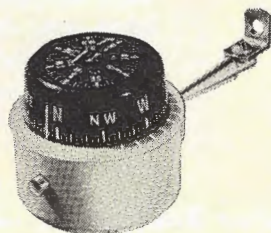
The new fabrics, Appel spokesmen say, being exceedingly resilient, wear resistant and crease-proof, are a boon when living aboard a small cruiser with limited stowage space, and keep their just-pressed look longer when tucked away in a seabag or cramped locker.

S. APPEL & CO., 740 Broadway, New York 7, N.Y.

B. F. GOODRICH CUTLESS BEARINGS, made of oil-resistant rubber, will be exhibited at the National Motor Boat Show for the 35th consecutive year, by Lucian Q. Moffitt, Inc., who carry in stock these bearings in shaft sizes from ¾" up to 11½". The bearings have proved, over more than three decades, to be unaffected by sludge and waste chemicals found in waters where boats operate. They are lubricated by water, repel gritty particles that damage other types of bearings, and the rubber used resists wear and heat.

LUCIAN Q. MOFFITT, INC., 333 So. Main St., Akron, Ohio

THE MARINER'S MART, located at Maidstone Boat Yard, East Hampton, N.Y., offers many equipment items to the cruising yachtsmen who tie up at this favorite port of call. One is Taylor's Navigator, a small boat compass, for \$7.95



MUNSTON MARINE RADIO EQUIPMENT includes the new model MRT-30B, known as the Nassau. Providing five channels, this unit is rated at 30 watts, and the receiver portion covers the broadcast band frequencies. Made by the Munston Mfg. & Service Co., the Nassau comes complete with push-to-talk microphone, antenna and mounts. Also in the Munston line are the MRT-65, MRT-30, and MRT-135

EQUI-POISE PROPELLERS BY FEDERAL are used on many of the country's best known stock boats for everything from high speed runabouts to large yachts. The company reports that over 20 of the country's most prominent stock builders and many more custom and local yards, as well as many engine manufacturers have standardized on Equi-Poise for years. Emphasis is on maximum speed with all around performance, in a wheel of top quality, strength and precision.

FEDERAL PROPELLERS, Grand Rapids 3, Mich.



STAMAS BOATS, INC., 300 Pampas Ave., Tarpon Springs, Fla., have added this 18' Florida model runabout to their fleet. She has ample free-board and beam, deep V sections forward and a big level-floored cockpit

GROSS MECHANICAL LABORATORIES, producing a comprehensive line of plumbing, pumping and allied equipment, announce several new items.

One is Groco Jr., a small utility pump with six g.p.m. capacity; 14 lb. pressure. It is described as self-priming, compact, having a low-ampere motor coated with Liquid Neoprene; removable and reversible blades, needing no lubrication. Inlet and outlet are for standard ¾" garden hose or pipe connections. It is 6" long, 3" high, 4" wide.

A complete line of automatic water pressure systems has great pressure range, is compact, low priced, quiet in operation, with clear Lucite expansion chambers, 5 gal. tank.

A new Series S raw water strainer of extra capacity with low back pressure comes in 2", 2½" and 3" sizes; has pressure-tested bronze castings, Monel screen, clear Lucite cylinder, extra large screen area, and mounting brackets.

A special Model E hand-operated watercloset for above-waterline installation at low cost has the same materials as the Groco Diaphragm Closet. Dimensions are 16" x 14" x 14"; weight 31 lb. Hose inlet is ¾"; outlet 1¼".

GROSS MECHANICAL LABORATORIES, 1530 Russell St., Baltimore 30, Md.

THE STICKWELL LIGHT CONVERTER AND BATTERY CHARGER is available for various boat voltages. It is claimed to be the only such unit on the market with two separate operations. It adapts shore current to the boat's lighting system, completely bypassing the batteries. At the same time it charges the batteries, tapering off as they become fully charged.

Stickell also offers a full line of nautical gifts including marine jewelry, galley items, navigation equipment and unusual, hard-to-find gadgets.

STICKELL MARINE PRODUCTS CO., 1616 Mount Royal Ave., Baltimore 17, Md.

RUST INHIBITORS are a product of G. A. Barker Engineering Co. Their Storize is sprayed into the carburetor while an engine is running and deposits a thin protecting film on the inner surfaces said to provide protection for six or eight months. Stor-Eng is added to a drum or tank of water to be pumped through the cooling system to protect that part of the metal for a like period.

G. A. BARKER ENGINEERING CO., 4717 Yuma St., NW,

The BOAT SHOW in Print



JOHN M. WOOD, JR., Island Heights, N.J., builds the 14' X 15" Splinter that carries a Snipe Class sloop rig or, using the extra mast step, may be sailed as a catboat. She is plywood-planked, with arc bottom

NEW ENVON PRODUCTS this year include a new ski-tow hook of stainless steel with vibration-proof neoprene rope catch; a ski-tow rope of polyethylene of 1170-lb. test strength; aluminum and white neoprene support clamps for wiring, lines, cables, speedometer tubing and control cables; and a one-piece removable aluminum outboard bracket for sailboats and other craft.

ENVON PRODUCTS CO., 4713 Maplewood Dr., Elkhart, Ind.



TEMPO PRODUCTS CO., 2062 East 70th St., Cleveland 3, Ohio, makes eight models, in 12 and 18-gal. capacities, of these Long Cruise Fuel Tanks for outboard motor fuel supply. They can be easily made permanent installations, and are of welded steel construction. Other Tempo products are outboard motor and boat trailer enamels in spray cans and a Tune-Up fuel additive for outboards.

FOLDING ALUMINUM CHAIRS and similar equipment suitable for use on boats is a product of the Universal Converting Corp. Their Delighter line of deck chairs and tables come in a number of nautical patterns.

UNIVERSAL CONVERTING CORP., 1125D County St., New Bedford, Mass.

Rhodes Bantam racing sailboats in kit or complete form (\$695 with sails) and 18' outboard runabouts of seven-ply mahogany plywood are offered by GIBBS BOAT CO., 6580 Morin Grove, Erie, Mich.

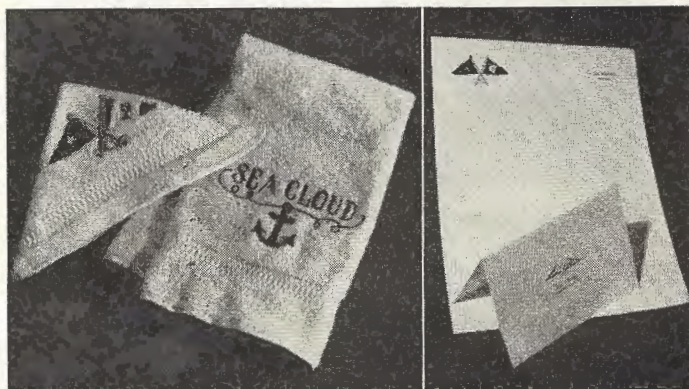


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Address _____



The BOAT SHOW in Print



VINYLON PLASTIC BOAT COATINGS of liquid Vinyl plastic created specifically for marine use, are said to cut maintenance time and costs by 80%, ending yearly repainting while providing a leakproof coating that covers the boat with an elastic skin that can be stretched as much as 100%. Three coats the first season, as new work or over old paint that is still in good condition last two years and then can be renewed in color and elasticity by an additional coat without removing the old. Vinylon is available for topside work in popular boat colors that may be mixed for choice of shades, and also has an anti-fouling bottom paint. It can be used on wood, metal and fiberglass and is especially recommended as coating for canvas and skid-resistant decks.

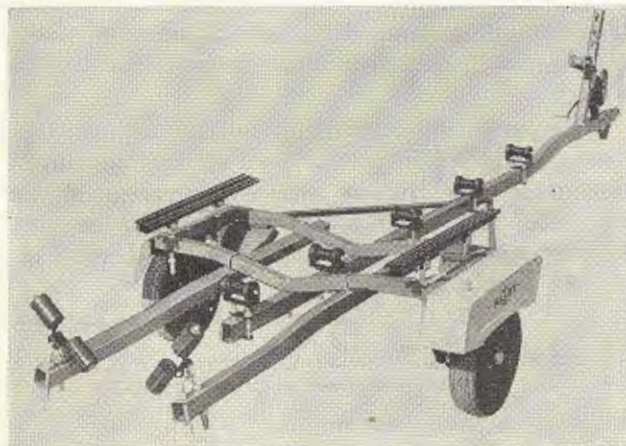
SURFACE COATING ENGINEERS, INC., 272 Doremus Ave., Newark 5, N.J.



The Outboard-Overboard combination fuel tank and outboard motor mounting shown here stores 37 to 84 gal. of gas outboard of the transom, is said to support any available engine, and come in three sizes to fit boats from 12' up to cruisers. Its rubber mounting reduces motor noise and vibration and it lengthens the boat's planing surface by two feet, according to the **MARK MFG. CO.**, Box 970, Tacoma, Wash.

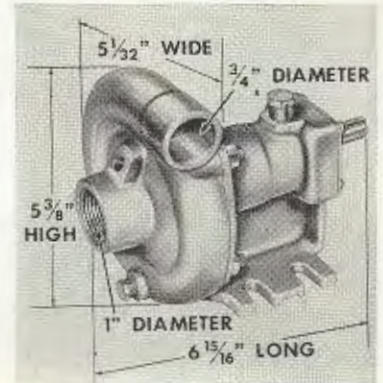
FOUR NEW ALLOY MARINE TRAILERS and improvements in the old models, covering a range of capacities from 500 to 5000 lb., are reported for 1959 by Alloy Marine Products. The new ones are two V-frame types, a heavyweight and a lightweight boat trailers. Improvements throughout the Alloy line include an over-all beefing up of frames and running gear for bigger and heavier boats; doubling the length of boat cradling bunks on the larger trailers; improved bow chocks; larger tires and electric brakes on the larger trailers; running gear improvements leading to easier riding.

ALLOY MARINE PROD. CO., Box 537, Algonac, Mich.



One of Alloy Marine's new boat trailers is this model FM-20v, with a low bed and low center of gravity, for boats up to 17'10"

New Marine Products Co. pump



MARINE PRODUCTS CO. HAS ADDED A NEW PUMP designed for difficult-to-cool marine engines to its existing varied line of pumping devices. Intended to overcome the problems encountered in changing an engine from "raw" to "fresh" water cooling, the newcomer is called MP15030. It is an all-bronze, straight centrifugal pump for either belt or direct drive. Instead of a "stuffing box" it has a mechanical seal of the automotive type which is self adjusting. Built to deliver up to 50 g.p.m., the pump is very compact.

MARINE PRODUCTS CO., 515 Lycaete Ave., Detroit 14, Mich.



Custom-built Blue Jays have been added to the line of racing sailboats built and offered in kit or complete form, including Penguins, Prams, Moths, Cadets, Jet 14s and GP 14s, by **JOHN WRIGHT, JR.**, 308 West Queen Lane, Philadelphia 44, Pa.

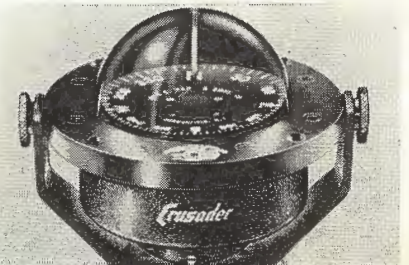
A SMALL, INEXPENSIVE COMPASS that performs like a big, costly one is news, says J. E. Hand & Sons Co., makers of precision marine instruments since 1873, speaking of their new 3" Crusader compass which sells at \$39.75.

Universal Mounting, a recent improvement in Hand compasses, permits the instruments to be placed in several different positions. The Hand-patented Deviatat is a built-in corrector. Most Hand compasses include shadow pins for azimuth readings.

Popular among Hand's larger compasses is the new spherical Hansphere, with a unique card construction which eliminates gimbaling, full-floating card assembly and shock-absorbing springs. Sizes include 5", 6", 7" and 8".

J. E. HAND & SONS CO., Haddonfield, N. J.

The Crusader is a new small yacht compass by J. E. Hand & Sons Co. said to have big-compass qualities



YACHTING[®]

Boat Owners Buyers Guide*

**THE FIRST AND ONLY CONSUMER BUYERS GUIDE
FOR THE INDIVIDUAL BOATMAN.**

The BOAT OWNERS BUYERS GUIDE was given a successful 64-page "dry run" bound into the June, 1958, issue of YACHTING. A readers' survey proved that boatmen really use it, hang on to it, and want it as a separate publication early in the spring.

To be published once a year when boatmen want it — March 15.

GET YOUR FREE LISTING IN NOW!

The BOAT OWNERS BUYERS GUIDE will have 125 pages of informative editorial material, including:

Listings of manufacturers of boats, engines, equipment, accessories, and supplies — complete with descriptions, prices, and addresses.

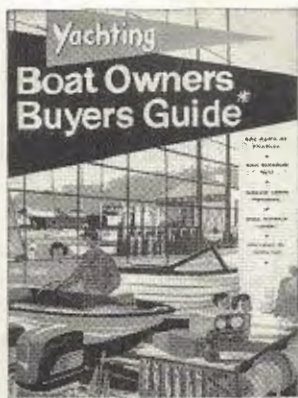
Practical, down-to-earth, illustrated articles on the use of each type of product.

Thoroughly cross-indexed by product type, company, and trade or name brand.

Planned, written, and edited by experienced, active boatmen. Nationally advertised. Sold at 75c per copy on newsstands and by direct mail to YACHTING's readers.

HERE'S WHY YOUR ADS WILL REALLY PULL:

1. Purchasers of BOBG are all buyers and asking to be sold.
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YACHTING[®]

Boat Owners Buyers Guide*

*TRADE-MARK

**7 hours
to
the
nearest
Doc...
what to do?**



Get the answer in

FIRST AID AFLOAT —

through its 50 pages of well-written, understandable instructions — prepares you for medical emergencies while cruising or racing. This small and explicit handbook is written by Paul B. Sheldon, M. D., with drawings by Louis R. M. Del Guericco, M. D.

Dr. Sheldon, fleet surgeon of the Cruising Club of America, is most qualified to advise skippers on the management of medical problems. Years of cruising off the beaten track stand behind FIRST AID AFLOAT. In it he lays proper emphasis on seasickness, insomnia, sleepiness, bowel troubles, and pain from various causes that are apt to plague any cruise. Procedures such as giving an injection, closing a cut, stopping a severe nosebleed, opening a boil, passing a catheter, and putting on a plaster splint are clearly explained by word and diagram. The section on the resuscitation of a drowned person by the direct-mouth or airway method alone makes the booklet worth having aboard.

This is a completely revised edition of FIRST AID AFLOAT, with text completely reset in larger, more readable type, and it is indexed for quick reference. Much new material has been added. Suggestions for seagoing medicine chests have been revised to include some of the new, more efficient drugs. It is printed on water-resistant paper. The small size (5" x 7") has been retained, enabling stowage right with or in the medicine chest. FIRST AID AFLOAT is well worth its very reasonable price of \$1.00.

"I consider it the most useful and potentially important single book that could be aboard any yacht, be she cruising across an ocean or an inland lake. It is a comprehensive but simply-worded book, realistically written in requiring no impossible skills or equipment, a work that could only be produced by a yachtsman who is an outstanding doctor."

—Carleton Mitchell

"In addition to a carefully stocked medical kit, any yacht proceeding offshore should carry a book of instructions as to its use. I strongly recommend FIRST AID AFLOAT, by Dr. Paul B. Sheldon, as being extremely well written and readily understandable, and therefore most useful in time of need."

—G. W. Blunt White

YACHTING, 205 E. 42nd St., New York 17, New York

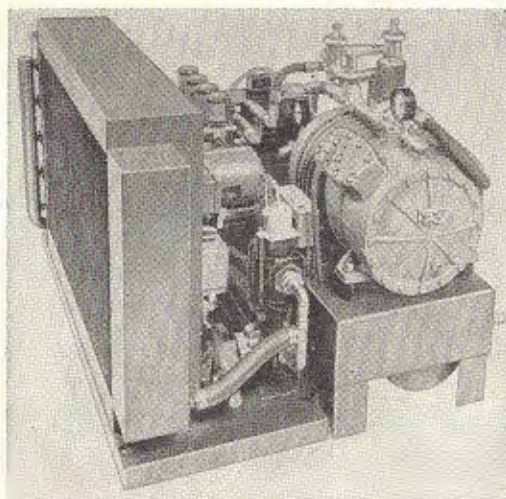
Enclosed is \$ _____ Send _____ cop _____ of FIRST AID AFLOAT @ \$1.00 per copy to:

(City)

(Zone)

(State)

The BOAT SHOW in Print



Components of the Larco Yacht Conditioner include coil, valve, jaw, motor, drip pan, condenser and compressor

THE LARCO YACHT CONDITIONER for automatic temperature and humidity control in boat interiors in any climate—hot or cold—is made in three sizes, for yachts up to 65' long. Larger craft are served by combinations of these units. The makers say prices range from \$4500 and installation can be done in 100 hours, in existing as well as new yachts. The Conditioner may be driven by 110/220 AC dock power, if available, but Larco recommends auxiliary generating equipment on board for complete self-sufficiency.

The condenser and compressor are usually installed in the engineroom, and a heat exchanger coil is located in each compartment to be cooled and heated.

LARCO, INC., Rte. 20 East, Painesville, Ohio.

MARINECRAFT has added to its list of boats an 8½" molded fiberglass dinghy with 3'10" beam, weighing 78 lb. in the outboard model and also obtainable as a sailing dink. Among Marinecraft's other products and services are 295 boat plans, from canoes to cruisers; also patterns and frames for the home builder.

MARINECRAFT, Box 161-A, Brighton, Mass.

A NEW SPACE-CRAFT BOAT is their 19'5" outboard run-about-sleeper, the Saturna, of molded fiberglass-reinforced plastic. A feature is a transom that may be adjusted from 15" to 20" in height. The double bottom is compartmented into 26 watertight cells. Saturna is rated for up to 100 hp.

SPACE-CRAFT BOATS, Div. of C-B Tool Co., Lancaster, Pa.



ROLFE PRODUCTS CO., Mason City, Iowa, makes the Delta Lift, shown here in its partly-raised position. Operated by a single cable at the forward end, it is made in sizes for up to 5,000 lb. boat capacity and in hydraulic-electric, hydraulic-manual and winch-and-wheel operated models

LOOK...
IT'S
THE
NEW
LINE
FOR
'59!

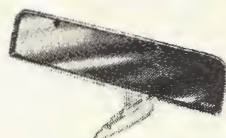


IDEAS FOR BETTER BOATING—

Send \$1.00 for Catalog #165 detailing the complete Perko Line of over 2000 items.

Send 25¢ for Catalog #166 edited specifically for popular size inboards and outboards.

Flying "P"
Outboard Wheel



"Ski-View" Mirror



Bow Handle with Eye



Modern Design Cleat

**"DYNAFORM"
MARINE HARDWARE**

Dynamically styled...functionally formed... the ultimate in service—that's the crux of the new Perko "Dynaform" line. Competitively priced each and every piece is backed by Perko's half-century heritage of production know-how and design leadership. When you see the rugged, but graceful, "Dynaform" line, you'll discover why boatmen everywhere have always insisted on Perko on their "pride and joy." To better meet your every hardware need, see Perko lights, fittings and accessories. At better dealers everywhere.

**PERKINS MARINE
LAMP and HARDWARE CORP.**

1941 Pitkin Ave. • Brooklyn 7, N. Y.

"Tru-Beam" Pole Light



"Ranger" Bow Light

Adjustable Searchlight

FINEST SEALERS SOLD

SEALER "800" RUBBER MASTIC

Perfect seam-sealer and bedding compound. Adds strength through flexible adhesion. Use on hulls, decks, cabin structures. Mahogany and White. Also Black (Sealer 700).



SEALER "900" LIQUID RUBBER

Stops leaks! Great adhesion and flexibility. Makes lasting watertight seal. White, Black, Natural and Mahogany.

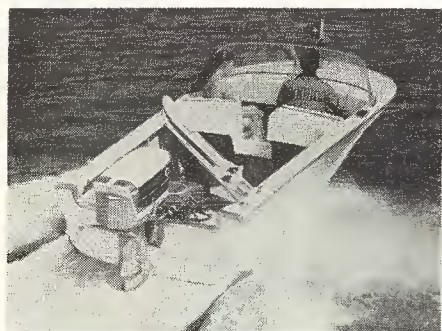
"LAKERFILL" PLASTIC PUTTY AND SURFACER

Combines 2 products into one. Perfect compound for filling screw holes and glazing dents and checks in surface. Won't shrink or swell. Sands beautifully. 8 colors. Used extensively by boat builders for 28 years.



MARPROX PRODUCTS

See your dealer, or write —
MARINE PRODUCTS, INC.
Oshkosh, Wisconsin



GLA'STEX CO., 6101 West 147th St., Tinley Park, Ill., has added this 16' Ski-Queen to its line of Speed-Queen fiberglass boats. With 6'3" beam, she handles motors from 10 to 50 hp.



SEA FURY, INC., 5595 NW Ninth Ave., Ft. Lauderdale, Fla., builds this 16', 6'4" beam outboard boat and a smaller 14' Sea Fury, both built to handle big power

SALEM BOATS for 1959 include a 15' Deluxe Outboard Runabout rated for motors up to 70 hp., equipped with windshield, mechanical steering, custom upholstery, etc., priced at \$1,275; and a 25' four-berth cruiser with 125-hp. Chrysler engine, separate toilet room, rubber mattresses, complete galley, and other cruising equipment, priced at \$6,500. Salem also manufactures a line of water skis.

SALEM BOATS, Salem, Va.



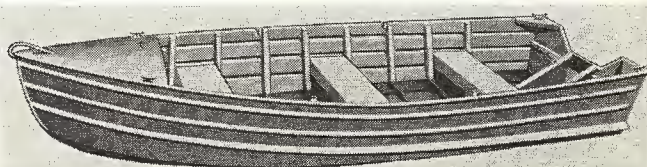
JOHNSON BROS. BOAT WORKS of Pt. Pleasant, N.J., offers this new 20' skiff of the custom quality associated with their boats over 40 years. Specs include solid lapstrake planking, mahogany trim, Alaska cedar decks, engines over 100 hp., ventilating windshield, electric bilge pump, rubber cushions, Monel gas tank and other quality equipment

THOMPSON WATER SKIS this year include 32 new models, the makers report. Besides the skis themselves, they feature the Saf-T-Tow, a 75' yellow, braided, polyethylene tow rope with swivel and an aluminum, triangle-shaped handle that floats, and doubles as a boat ladder.

THOMPSON SKI CO., Crivitz, Wis.

LARSEN'S LOCKER offers "gifts and gimmicks for boatmen." Thumbing at random through their 20-page catalogue, some of the g-and-gs are: course finders, clocks, duffle bags, sailmakers' kits, knives, fids, binoculars, clam knives, fenders, stoves, canned ham, books, underwear, wooden owls, outboard motors and a 16' sailboat.

LARSEN'S LOCKER, 1375 Post Rd., Westport, Conn.



The Lake-r, 14', semi-V model, 198-lb. outboard hull, is one of 10 welded aluminum boats, 8' to 16' long, made by VIO HOLDA MFG. CO., 844 N. Madison, Topeka, Kan.

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The TRIDENT by MERRIMAN

**OPENS A NEW ERA OF SAILING
PLEASURE FOR YOUNG AND OLD —
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- Complete 12 foot sailboat — not a kit
- Unusually stable — easy to handle — fun to sail
- Weighs only 85 lbs. — easily carried on car top

- Features New "free-centerboard", a "plane-balanced rudder" and simplified "wing sprit rig" complete with nylon sail.
- Hull is non sinkable — exclusive "Foampac" construction of fibre glass skin with polyurethane filled interior.

MERRIMAN BROS., INC.

185 Amory Street
Boston 30, Mass.

A DAY-SAILER-CRUISER with the accent on day sailing is the new Knutson-designed and built K-37 auxiliary sloop. She is 37' o.a., 24' w.l., 8'4" beam, 5'4" draft, with 479 ft. of sail and a 25-hp. Brennan auxiliary engine, displaces under 10,000 lb. with a 4600-lb. lead keel. She has berths for four, galley and head, but the accommodations are simple and comfortable day sailing for as many as eight persons is stressed. Specifications include bronze-fastened mahogany planking, teak cabin and cockpit soles, stainless rigging, seven winches for handling sheets and halyards, Dacron sails. She is rigged for easy single-handed sailing. The first K-37 will be at the New York show, and the price is expected to be about \$16,000.

Knutson reports that they have built more than 18 of their K-35 sloops and yawls, a more completely fitted cruising and distance-racing auxiliary, in the past two years. One of these will also be shown in New York.

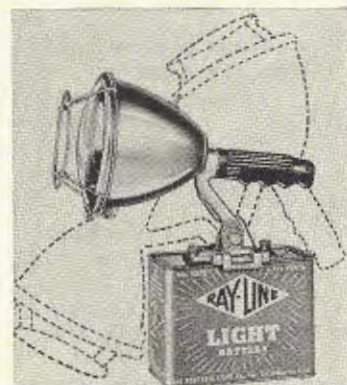
THOMAS KNUTSON SHIPBUILDING CORP., Halesite, L.I., N.Y.

HEAT EXCHANGERS for the fresh water cooling of in-board engines of all kinds and sizes, gasoline and diesel, are the result of 23 years in this line of manufacture by Sen-Dure. Prices range from under \$60 to well over 10 times that. Sen-Dure also manufactures oil coolers, centrifugal pumps, water heaters, strainers, expansion tanks, power take-offs, and a number of other allied accessories.

SEN-DURE PRODUCTS, Bay Shore, L.I., N.Y.

FALCON MARINE DISTRESS FLARES which cast a bright, steady red light visible for several miles for three minutes, have their own friction igniting device integral with the flare itself. They come three in a package and Falcon points as evidence of their safety to the fact that the Post Office approves them, as packed, for shipment in the mails.

FALCON ALARM CO., Dept. D., 243 Broad St., Summit, N.J.



Two of the many Ray-Line searchlights are the Twin-Beam with pithouse overhead control (left above) and the hand-portable light with attached battery. Both have selective concentrated long-distance and broad flood light beams

RAY-LINE SEARCHLIGHTS, ranging from 5" to 20" diameter and including lights suitable for craft from rowboats to large ships, will be on display at the boat shows. A line of remote control searchlights for runabouts and flying bridge cruisers will be featured, as will portable units with self-contained batteries, for small craft. New is a Twin Beam searchlight which has one concentrated beam for long-range work and a floodlight beam for closer operations like docking.

A line of air horns is also to be displayed by:

THE PORTABLE LIGHT CO., 216 William St., New York 38, N.Y.

THE HAMPTONS SHIPYARD is building its 1959 Columbia Hardtop cruiser, a 28' V-bottom with two berths and a dinette sleeping four, complete galley and toilet room equipment, a cockpit 11' long, and a choice of power. A flying bridge is optional.

HAMPTONS SHIPYARD, East Quogue, L.I., N.Y.



The Perko Tru Beam white light can be adapted from all-around visibility to 225-deg. bow or 135-deg. visible sector bow or stern light (left). The new Perkomatic engine control (right) in single-engine, throttle-and-reverse model

NEW PERKO HARDWARE ITEMS are among the 2000 pieces of marine equipment shown in the new catalogue of the Perkins Marine Lamp Co., available to yachtsmen for \$1. For instance, two new accessories permit the 360-degree Perko Tru-Beam Pole Light to be adapted as either a forward light with 225-deg. visibility sector or a stern light with 135-deg. sector, to cover regulations for vessels up to 65' o.a. The adaptations are accomplished by using plastic shields on the light, which is mounted on an adjustable-height pole with flag halyard eyes and complete electrical connections.

An improved Helmsman's Seat which swivels 360 deg., has an adjustable backrest angle and folds flat on its bulkhead when not in use is shown, as is the Ski-View rear view mirror intended for use in boats towing water skiers.

The new Perkomatic throttle-clutch control is designed for easy access to the housing for lubrication and adjustment. Stronger levers and a new type of cable bracket contribute to ease of operation. Five models cover requirements from single clutch or single throttle to double clutch and throttle.

A new Perko item in their Dynaform line of deck hardware is a combination bow light with streamlined flagstaff.

PERKINS MARINE LAMP & HARDWARE CO., 159 Snediker Ave., Brooklyn 7, N.Y.

WESTLAWN SCHOOL OF YACHT DESIGN starts its 29th year of teaching professional yacht design by home study. Said to be the only school teaching yacht design exclusively, as apart from the design of large commercial ships, Westlawn points with considerable satisfaction to the results of a tabulation its management recently made. This showed that, of the designs published by the leading yachting magazines during 1958, two-thirds were the work of Westlawn graduates or advanced students. This included two of the largest diesel yachts as well as smaller craft.

Westlawn is one of the schools to which scholarships are annually awarded by the National Association of Engine and Boat Manufacturers.

WESTLAWN SCHOOL OF YACHT DESIGN, Change Bridge & Passaic Valley Rds., Montville, N.J.

PERMA-DOCK PONTOON BOAT KITS can be used to put together pontoon boats out of standard 55-gal. drums, finished off with tapered noses supplied with the kits along with the metal brackets. Perma-Dock Metal Brackets and other parts are also supplied for the construction of piers, floats and other waterfront equipment.

CENTRAL MACHINE WORKS CO., 1202 Central Ave., Minneapolis 13, Minn.



MARINE WINDSHIELD WIPER

Engineered purposely for heavy-duty marine service... not an automobile conversion. A brute of power... develops over one-half horsepower. All parts are over-size for ruggedness. Nylon bearing on tobis bronze wiper shaft eliminates shaft freeze-ups from corrosion. All-brass housing. Designed for worst of sea conditions... capable of as high as 140 strokes a minute. One hole mounting. Uses standard Trico or Anderson arm and blades.

SEE IT NOW AT YOUR DEALER
OR WRITE FOR LITERATURE TODAY

Sutton Manufacturing Corp.
112 W. WILSON AVENUE NORFOLK, VIRGINIA

Walter V-Drives

SIZES FOR ALL ENGINES

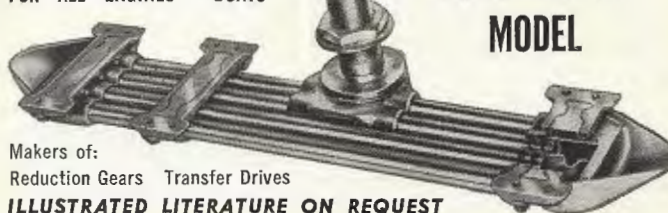
Quiet operation.
Saves valuable cabin space.
Various ratios and sizes for all
gas and diesel engines.

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PROTECT THE LIFE OF YOUR ENGINES

CLOSED COOLING • CLAMP
ON MODEL • NO CORROSION,
RUST, SAND, DIRT. SIZES
FOR ALL ENGINES — BOATS

NEW
STREAMLINED
MODEL



Makers of:
Reduction Gears Transfer Drives

ILLUSTRATED LITERATURE ON REQUEST

THE WALTER MACHINE CO., Inc.
84-96 Cambridge Ave., Jersey City 7, N. J.

The Full-Season Anti-Fouling Bottom Paint That's NOT High Priced!

RED HAND 'FIFTY' is widely used and highly praised by more and more cost-and-service-conscious owners of power and sailing craft.

The Reason? Pleasure boatmen know that for years this excellent-value paint has provided dependable, low-cost bottom protection for countless commercial boats in many areas, working year 'round in rugged extremes of water and weather. Commercial boat owners who know their paints are keenly aware of increasing costs of haul-out time and labor, and appreciate how Red Hand 'Fifty' keeps such costs at a minimum.

This season take advantage of Red Hand 'Fifty' anti-fouling, and moderately priced, durable Red Hand Marine Paints for topsides, decks, interior and exterior cabin finishing. Price-wise, you reap the benefits of Red Hand's big-volume production of marine finishes for the greatest ocean liners and countless deep sea and inland waterway vessels.

Ask your dealer for moderately-priced:

- ★ **RED HAND 'FIFTY'**
Powerfully Anti-Fouling. Pleasing Red Color Copper.
- ★ **RED HAND HULL, DECK & CABIN PAINTS**
Whites, Blacks and attractive colors.

If your dealer cannot supply you, write us for color card and name of the nearest Red Hand Dealer.

RED HAND COMPOSITIONS CO., Inc.
1 BROADWAY • NEW YORK 4, N. Y.



GLASS PLASTICS CORP. reports that, with the addition of several new items, it offers the yachtsman a complete line of products for protection and maintenance of his boat, from hauling out to spring launching time. Among the products included are a non-wax-base paint remover to clean off the hull, fiberglassing materials for hulls and decks, a primer and surfacer, and a plastic anti-fouling paint. Their Epoxy Repair Kits, for permanent repairs to wood, aluminum and fiberglass boats, come in several sizes.

GLASS PLASTICS CORP., 1605 W. Elizabeth Ave., Linden, N.J.

SAILS FOR INLAND RACING SCOWS and Skeeter Class iceboats are specialties of Kenneth A. Nelson Co. All Nelson sails are now built with heavy duty Dacron tape, for smooth set and efficient drive. Tape luffs on the headsails allow draft to be adjusted for wind strengths. A new large Spherical nylon parachute has proved highly successful during the past year.

KENNETH A. NELSON CO., 4725 No. Damen Ave., Chicago 25, Ill.

BEVERLY MFG. CO., manufacturer of the Famo marine and industrial products—Famowood, Famoglaze and Famo Solvent—has expanded its office and plant facilities to handle increased business, both domestic and foreign.

BEVERLY MFG. CO., Box 73233, Los Angeles 3, Cal.

THE M-S-A EXPLOSIMETER is a portable "mechanical nose" that detects and measures concentrations of combustible gasses and vapors. Used by the U.S. Navy and Coast Guard, it is a small instrument that comes equipped with carrying strap, batteries, and a 5' sampling tube for probing into inaccessible areas. To operate, you flip a switch, set a needle and squeeze a bulb. Concentrations of gas below, in, and above the explosive range are indicated on a dial.

MINE SAFETY APPLIANCES CO., Braddock, Thomas & Mead Sts., Pittsburgh 8, Pa.

DESIGNS OF 200 BOATS are available from Custom Craft Industries, along with patterns and, in the new Corsair line, frame kits and all parts which require power tools and special cutting and assembly. The Corsair boats run from 13' to 22' long. The available designs include those of inboard and outboard runabouts, utility boats, racing boats, cruisers, sailboats, kayaks, canoes, dinghies, catamarans, etc. All plans, hardware and accessories available from Custom Craft are covered in a catalogue available to the interested boatmen for 35¢.

CUSTOM CRAFT INDUSTRIES, Buffalo 7, N.Y.

FOREMAN BOAT TRAILERS are built for big boats, from 2000 to 10,000 lb. in weight and 18' to 30' in length. The all-steel chassis are welded and designed to be rigid, strong and light, incorporating rectangular tube longitudinals with formed channel cross members, with lightening holes properly placed. Foreman trailers come equipped with ball and socket couplers, third wheel jacks and heavy duty safety break-away chains, and are wired for tail and stop light assemblies.

FOREMAN MFG. CO., 5353 S. State St., Chicago 9, Ill.

SONAR DEPTH ALARM, a recent addition to Sonar's line of electronic equipment for boats, sounds an audible alarm when a pre-determined depth is reached. Not only is it now possible to see and read a depth indicator, but it can be heard by having a bell ring for any depth desired. This is a new system built into the Sonar Depth Indicator.

SONAR RADIO CORP., 3050 W. 21st St., Brooklyn 24, N.Y.

DECO BOAT TRAILERS have added to their established line Model #2000 I.B., capable of handling boats up to 19' long and 2000 lb. weight. Its features include automatic tilt, ample rubber roller boat support, double line winch cable, with dual or tandem wheel and electric brakes optional.

DEVELOPMENT ENGINEERING CO., P.O. Box 352, Donaldsville, La.

NATIONAL AND INTERNATIONAL CHAMPIONS

... sail to victory with Ulmer Sails!



• **JET 14**
Bruce Birkholz
Jr. National Champion
Max Culpepper, Jr.
Nat'l Champion



• **FLYING DUTCHMAN**
Vittorio Porta
Champion of Italy 1958
2nd Internationals, 1958



SNIPER CLASS 1958

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Western Hemisphere
Marquis de Povar
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Terry Whittemore
Crosby Trophy
Comm. Harold Griffith Trophy
Heitzerling Trophy
Ray Kaufman
Wells Trophy
Long Island Championship



COMET CLASS

Edward A. Ryan Jr.
Class Champion 1958

RB

RHODES BANTAM CLASS

A. V. Nicholson
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MOTH CLASS

Kenny Klare
International Champion
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Stars—first, Thistles—first, "S"—first,
International 110—first

CHARLES ULMER, INC. Sailmakers

City Island 64, C. I. 8-1700 • Annapolis Md., Colonial 3-5020

PARAGON MARINE TRANSMISSIONS, a line of products familiar to boatmen since 1902, will be available for 1959 in a variety of types and sizes.

Featured is the H series of hydraulic reverse gears which are adaptable to marine gasoline and diesel engines, with three models covering light and heavy duty requirements up to 300 hp. These models are offered in direct drive versions or with reduction ratios of 1½, 2, 2½ or 3 to 1. Series H transmissions are completely self-contained; are of light weight and small size; have full anti-friction bearings throughout; incorporate high peak load marine gears which give smooth, quiet operation; and provide a reversible oil pump and external oil cooler to prevent overheating of the unit.

Another popular model is the medium size manual gear for mounting integral with the engine. Rounding out the line are a separately enclosed manual gear, a yoke gear built to the customer's specifications and reduction gear assemblies.

PARAGON GEAR WORKS, INC., Taunton, Mass.

IMPORTED SAILBOATS BY R. S. STOKVIS & SONS, run from the 12' Indian Scout to a 42' sailing yacht, the Calypso ketch, designed for world cruising with a three-cabin layout, single-hander ketch rig and an electric welded steel hull, built in Holland. The Calypso sleeps seven, and is a center-boarder with 4'3" draft, 35' l.w.l. and 12' 6" beam. Other popular cruising boats from Stokvis are the 25' Dutch Treat and 23'5" Silver Spray. The latter is a shippy little vessel with four berths, full headroom, enclosed toilet and full galley, plus a good turn of speed under power with a 22 hp. Palmer. Close to 80 of the two-berth Dutch Treats have been built, providing, according to the company, the most boat at the lowest price. In the one-design category, Stokvis imports the Flying Dutchman 19'10" Olympic class sloop and the 12' Indian Scout.

R. S. STOKVIS & SONS, INC., Seaview Ave. and Cummings



CHALLENGER MARINE, 13301 Biscayne Blvd., No. Miami, Fla., offers speed under either sail or power in its fiberglass molded boats. The Challenger Moths (above) 11' long with 72 ft. of sail, are an active racing class in many ports. Their custom 1600 (below) is a fast, sporty craft that takes big outboard power efficiently. Her gunwale length is 16'.



THE NOMAR MUSHROOM ANCHOR is coated with a thick, cushiony plastic coating said to be impervious to salt water and to protect a boat's hull and deck from damage. A new model weighs eight lb., sells for \$7.50.

DON'T PLAY WITH FIRE!



NOW FOR THE FIRST TIME EVER! PROTECT YOUR BOAT WITH FEDERAL FIRE RETARDANT YACHT PAINTS

Now—for the first time in pleasure boating history—a yacht paint that *fights fire*! Think of it! When you paint your boat with Federal Fire Retardant Yacht Paint—you're painting on *fire protection, too*! The same fire-fighting paint formula proven and used in naval operation to protect ships and men. Now developed by Federal in beautiful tints especially for the interior surfaces of cruisers, sailboats, utility or outboard craft.

PROTECT YOUR LOVED ONES! PROTECT YOUR BOAT!

Federal Fire Retardant Yacht Paint not only resists fire, it actually fights it—by releasing fire-smothering gases when exposed to flame or intense heat. Instead of a runaway blaze, you could have time for life-saving action. Instead of a total loss, you could have a boat that's still afloat and salvageable.

Get Your "Home Demonstration" Kit.
See Us At The Boat Shows
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We are rushing out Federal Fire Retardant Yacht Paint to dealers as quickly as possible. Because of the special importance of this paint, we urge you to contact us immediately if your dealer is not yet supplied.

Fill out coupon below. We will rush you our unique "Home Demonstration" Kit. It actually demonstrates how Federal Fire Retardant fights fire in contrast to ordinary yacht paints!



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I'm interested in Federal Fire Retardant Paint.

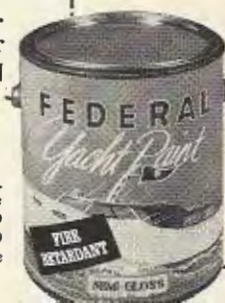
- ☐ Please send me your "Home Demonstration" Kit.
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You won't miss a thing with this check list as your guide. Covers 99 points — what to do topside, above rail, inside and bottom. Includes detailed check of inboard engine, outboard motor, equipment and rigging. Avoids confusion, mixups, delays at fitting-out time. And you'll sail into the season with peace of mind and a ship-shape boat.



BUILDING A BOAT ?



You'll want Cuprinol's new brochure that tells you how to protect the beauty and strength of your wood. Explains why rot is such a constant threat to your boat. Tells you in detail just where to apply a wood preservative and why it protects your resale value. Also describes ways to control checking during construction, as well as warping, swelling and grain raising. Send for your free copy today.

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- ☐ FITTING OUT CHECK LIST
☐ WHERE TO USE A WOOD PRESERVATIVE

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Address _____

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MORE POWER TO YOU

By W. MELVIN CROOK



► Donald Campbell, the irrepressible Briton, has again upped the world unrestricted water speed record—a mark which has remained his exclusive property since his jet-powered *Bluebird* snatched it away from *Slo-mo-shun IV* with a 202.32 m.p.h. speed on July 23, 1955. Campbell's latest feat took place on Nov. 10 when he steered the same *Bluebird* back and forth over Lake Coniston, England's one-kilometer course at 243.41 and 253.83 speeds for an average of 248.62 m.p.h.

Some of us who officiated last year when Donald spent much of the summer attempting unsuccessfully to raise his record at Lake Canandaigua, N. Y., are jealously curious as to what Coniston has that Canandaigua apparently lacks. When *Bluebird* was shipped to Lake Mead, Nev., in 1955 her owner advanced as his chief reason for the move the belief that neither Coniston nor any other body of water in England was large enough to permit him to boost the 202 mile record. Canandaigua surely provided ample space. And, to my way of thinking, all other conditions at the New York state resort were ideal for top speed. Yet, shortly after striking out at Canandaigua, Campbell returned to Coniston and racked up a 239.07 record.

Is that Coniston course down-hill in both directions?

► The American Power Boat Assn. Honor Squadron encountered some rough going this year. Established in 1953 as a means of paying respects to outstanding power boat racing figures throughout the Association's history, the Squadron had acquired 10 charter members and three each installed in the years 1954, 1955, 1956 and 1957.

This year's selection committee adopted "ground rules" providing for the naming of three to the squadron, providing they received votes of at least 50% of the selectors. When the votes were counted it was found that the greatest number of votes—a count shared by two candidates—was less than 50%. The committee chairman subsequently announced that no members had been elected in 1958.

This position struck several of us on the selection committee as being tantamount to saying that no one in the 55-year history of APBA was sufficiently outstanding to deserve membership in the Squadron.

Inspired by the dissatisfied members, a reconsideration resulted in the committee naming the two very deserving high vote candidates. Thus, the 1958 nominees become: TED JONES, designer of *Slo-mo-shun IV* which brought the world water speed record back to the U.S. in 1950 and of many of the other top unlimited hydros built since that date; creator of the basic design for Hugh Entrop's outboard hydro whose 1958 record of more than 107 m.p.h. astounded the sporting world.

GEORGE W. SUTTON, JR., deceased former APBA president, who, for more than a quarter of a century, labored tirelessly in the interests of international cooperation and competition among power boat racers.

► Moguls of unlimited hydro racing, aware that the dozen races scheduled during 1958 resulted in several with sub-marginal entry lists and some that were very poorly organized, have moved to curtail next year's schedule to eight, or possibly nine regattas. Locales having tentative approval for 1959 are (in the order of their dates): Lake Champlain, Wash., Detroit, Mich.; Coeur d'Alene, Idaho; Seat-

tle, Wash.; Detroit, Mich.; Buffalo, N.Y.; Washington, D.C.; Madison, Ind.; and (maybe) Lake Mead, Nev.

► *Notes from the APBA annual meeting, Washington, D.C., Nov. 14-16*—Members who pay the steep racing membership dues but possess no racing equipment have formerly had no right to vote for an activity vice-president. A ballot will soon go to the membership proposing that each non-equipment-owning racing member be given the right to vote for whichever of the following represents the activity of his indicated choice: Inboard, Outboard or Stock Outboard Vice-President.

Apparently ironed-out were difficulties which have recently developed in international competition between the U.S. (where power boat racing is governed by APBA) and Canada (whose supervisory body is the Canadian Boating Federation). Racers from both countries have enjoyed reciprocal privileges to the extent that they could win prizes in their neighbor country without joining its association, but boarder-hoppers have not been eligible for high-point scoring or championships. Many misinterpretations of these principles have caused confusion, distortion and harsh words.

A logical solution was evolved by a committee headed by Hank Bowman from APBA and having as a member CBF commodore Bob Finlayson. A joint APBA-CBF committee was created to oversee this inter-country problem, enforce rules and institute necessary corrective action. A definite statement was adopted to the effect that APBA members must join CBF to compete in Canadian championships, and vice-versa.

Chief Council Bill Smith urged the creation of a final appeal board to settle jurisdictional and legal problems involved in protests, upon appeal from the racing commissions. Apparently the racing commissions, whose talents are primarily technical, have at times gone off the deep end.

The APBA, showing a net worth or members' equity of some \$40,000, had a 1958 income of more than \$87,000 of which less than \$81,000 was expended.

A committee consisting of each of the regional chairmen was created to study the need for changing regional boundaries throughout the U.S. Proponent of the idea, and committee chairman, is Ray Randall who last January opposed a boundary change in his area.

The Gold Cup class is the only one having the power to finalize its racing rules at the annual meeting. Most startling Gold Cup proposal was tabled. It would have provided "In the interests of safety, no boat may use any color that is used on either a course marker or an official flag." Under it, almost every existing boat would be illegal.

Final actions taken at Washington by the Gold Cup Contest Board included: *Defeated* a proposal to permit one complete engine change between heats in a one-day event. *Approved* a restriction of Gold Cup heat number two to two sections, with eligibility to compete in the sections of heat two determined on the basis of points earned in heat number one. (Formerly the second heat could have three sections). *Approved* the elimination of the 400-point bonus for the fastest heat. *Approved* expansion of the fastest contest bonus from the traditional 400 points for the fastest boat to a schedule of 300 for the second-fastest, 225 for the third and so on to the seventh-fastest finisher.

The unlimited hydroplane group, as well as inboard, outboard and stock outboard categories will submit 1959 rule proposals to a mail ballot. We will report the high points of these after the voting is complete.

► Thanks to all of you for the season's greeting cards sent to me. I am also deeply grateful for the help so many of you have provided during the past year in supplying information for "More Power To You" in the form of information on specific boats, racing classes and regattas.

PREVENT

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Control checking,
warping, swelling with

CUPRINOL

One quick priming coat of Cuprinol Wood Preservative preserves the beauty and strength of the wood on your boat, avoids costly repairs, protects your resale value. Brush or spray on all parts. Also use on docks, pilings, cottages. America's best known marine wood preservative. In use since 1908. Quart \$1.75 Gallon \$4.70

BANISH

Musty odors

Keeps cabins sweet smelling. Simply wipe ODOR FREE on interior surfaces and fabrics. You immediately kill the source of musty odors for weeks AND prevent unsightly mildew. Economical—one pint mixed with water makes four quarts. Pint \$1.49 Quart \$2.79

PREVENT

mildew

Wipe SAV-IT on canvas, leather goods, fabrics to prevent mildew—even though items are stored for months. Weatherproofs at the same time. Quart \$1.75 Gallon \$4.70

WHISK AWAY

grease

Avoid messy, slippery surfaces. Clean bilges without work. With just one ounce of GREASE OFF in a quart of water, you can quickly wipe away the grease, oil or gasoline. Pour some in the bilge and the roll of the boat does the dirty work. Pint \$.98 Quart \$1.79 Gallon \$6.49

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CUPRINOL MARINE PRODUCTS

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CUPRINOL WOOD PRESERVATIVE	CUPRINOL SAV-IT	Qt. \$1.75	<input type="checkbox"/>
Clear (use under stain, varnish or pastel paints) Pt. \$.98		Gal. \$4.70	<input type="checkbox"/>
Qt. \$1.75	CUPRINOL GREASE OFF	Pt. \$.98	<input type="checkbox"/>
Gal. \$4.70		Qt. \$1.79	<input type="checkbox"/>
Green (use on bottoms and under dark paints) Qt. \$1.75	CUPRINOL ODOR FREE	Gal. \$6.49	<input type="checkbox"/>
Gal. \$4.70		Pt. \$1.49	<input type="checkbox"/>
		Qt. \$2.79	<input type="checkbox"/>
		Gal. \$8.98	<input type="checkbox"/>

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Ship prepaid.
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The JET 14

Over 400 in 4 Years
and Growing Faster than Ever



Here's why the Jet 14 is one of the fastest growing one-design classes in the country—why it may be the perfect boat for you:

1. Well-designed round bilged hull gives top performance.
2. Jet 14 planes easily.
3. She is safe—floats on edge if capsized.
4. Heavy centerboard provides great ultimate stability.
5. Can be kept either in the water or out.
6. Light weight — easily handled — may be easily trailed or cartopped.
7. Molded mahogany hull means beauty, low maintenance, strong construction, high resale value.
8. Easily finished from building kits.
9. Strict, active class organization.
10. Low price—high value.

The modest price of the Jet 14 makes the performance afforded by a modern planing sail boat available to many for the first time.



SEE THE JET 14 AT THE NEW YORK SHOW.

SECOND FLOOR — SPACE B-52



Builders wanted in certain areas.

Write for additional information.

SIDDONS & SINDLE
CENTRAL AVENUE ISLAND HEIGHTS, N. J.



► The maritime world is the poorer for the death, in New York Nov. 9, of Charles R. Patterson, marine artist. Going to sea at the age of 13, in 1891, he took up painting seriously in his 20s, and up to the time of his death at the age of 80 he was still producing magnificent pictures of the kind of ships he had sailed in—clippers, big square-rigged cargo carriers, sailing fishing schooners and other windjammers. One of the few still-active artists who had lived with the old sailing ships, his paintings were authentic in every detail of his ships and the background on which they were painted, and he was quick and vehement in criticism of the inaccuracies of pseudo-nautical artists and writers who flaunt ignorance of their subject.

Older readers of YACHTING will remember some covers and some articles by Mr. Patterson, who was an old friend of the late Herbert L. Stone. We only wish we had more of them. Several such articles reached the project stage—one only a couple of months before Mr. Patterson died—but he was still a busy man and he never completed them.

Charles R. Patterson was one artist who lived up to poet C. Fox Smith's injunction:

"You paint me a ship as is like a ship,
"And that'll do for me."

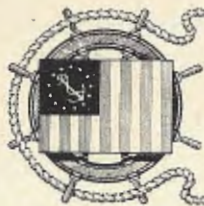
► We don't hang pirates any more. Emanuel K. Bredel, who stole the 52-foot schooner yacht *Serene* and sailed her to the Canary Islands, was dealt a brutal slap on the wrist in Federal court in New York in November—a year and a day in prison plus a little lecture from the judge, who said Bredel was "a very brave man but very stupid." Apparently his two accomplices in piracy got clean away with it, as no mention was made of them in the account of the trial.

Readers will remember that Bredel, an unemployed awning salesman from Chicago, chartered the *Serene* in August, 1957, for a purported 10-day cruise on Long Island Sound, and with two other men took her to sea—headed toward South Africa, they later said. She was recognized and seized in the Canaries, apparently in pretty hard shape and not worth trying to bring home.

Now, nobody would be silly enough to contend that Bredel and his pals should be strung up to a yardarm, as were a lot of his predecessors in previous centuries. But a minimum sentence isn't going to act as much of a deterrent to other "brave but stupid" thieves. Yachts are peculiarly susceptible to being stolen, either by Bredel's fake charter method or by simply rowing out and sailing them away from their moorings on a dark night. If the offense draws so light a sentence, there will be plenty more "shipnapping."

► A Christmas "thank-you" to Hugh Somerville and his British magazine "The Yachtsman" for the 1959 Yachtsman's Tidal Calendar. Don't know just what we'll do with the High Water Dover tide tables, but the twelve drawings by Keith Shackleton are particularly nice.

► And a happy New Year to any reader who's had the patience to read this far down the column.



With the UNITED STATES POWER SQUADRONS

SOME NEW OFFICERS

► There are to be some new names on our roster of national officers, it is disclosed in the report of the committee on nominations for action at our annual meeting in the Hotel Astor, New York, on Jan. 16-17. There will be new heads of the administrative, educational and secretary's departments.

Charles M. Bradley, of the Absecon Island (Atlantic City) Squadron, has been named vice commander in charge of the administrative, educational and secretary's departments. of Detroit, who is to become vice commander in charge of the executive department. Bradley is a charter member of his squadron, which was formed in 1940. He has been a commander and has held every other elective or appointive office in the squadron and has taught piloting, advanced piloting and junior navigation. He has been a commander of District 5, of which he presently is a staff captain, and has served as secretary and in other posts for the district. He has been a national governing board member for eleven of the past 13 years; held, among other offices, the chairmanship of the cruise and rendezvous committee, and is now chairman of the administrative committee.

He is a member of the Margate and Brigantine YCs and of the Eastern Cruiser Assn. and APBA. He served as a naval draftsman in the war and is now a member of an architectural firm.

Lansing L. Lockwood, assistant director of the educational department, has been named vice commander and director of the department. He has been a member of the Mid-Hudson Squadron since 1936 and has served as its commander and educational officer. He also served as commander and educational officer of District 2. He sails *True Lance*, a Lightning, and has owned a 38' cruiser and inboard and outboard runabouts. He is a member of the Chelsea YC and an honorary member of the Poughkeepsie YC, which he joined 20 years ago.

Charles G. Grosscup, Delaware River Squadron, is to succeed Lockwood as assistant director of the educational department. F. G. McLaughlin, Yonkers Squadron, assistant secretary, is to be vice commander and secretary.

Nominated for another term were Lester C. Lowe, Los Angeles, chief commander, and Walter J. Sutcliffe, Northern New Jersey, vice commander and treasurer.

► Organization of classes in marine electronics to be given throughout the country is approaching the final stages. It will be based on a handbook written by James L. Wright, Sr., Hoosier Squadron, communications officer of District 24, and on a class outline prepared by N. L. Rockefeller, Bay-side (N.Y.) Squadron, a member of the radio technical committee. Classes in this subject have already been conducted in Districts 24 and 3, the latter covering Long Island, N.Y. There have been similar classes in District 5.

► A demonstration by the Watertown (N.Y.) Squadron of correct and incorrect small craft operation was televised by Station WCNY-TV, Watertown Daily Times, under the direction of James W. Higgins, Watertown member, with Gerald J. Pickleman, a former District 6 commander, as narrator. Cruisers and supervision were provided by Raymond H. Smith, squadron commander; Howard J. Harley, lt. cdr.; Emery J. Lenno, another former district commander, and Pickleman, and by instructors Richard Farney, Dr. Ed Roberts, Charles N. Park, Robert W. Crandall, Joe Young and

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MARINECRAFT

THE JOURNEY WAS NOT WASTED

(Continued from page 128)

less area, thus calling for a finer touch on the helm to avoid reducing the yacht's speed.

The steering wheels are both of large circumference, *Columbia's* in metal and *Sceptre's* in Tufnol. A wheel of large circumference enables the helmsman to steer from either side of the yacht and also gives him a feel of the rudder which is akin to using a tiller. Certain instruments were developed in both boats for assisting the afterguard in making decisions on the course to steer and how best to steer it. Special wind vanes and speed logs were likewise developed to assist in maintaining the highest possible speed to windward and for computing true wind before rounding the mark.

We also learned the importance of keeping an accurate position plot all the time, not only for obvious use in fog, but also to assist in sizing up the tactical situation at any instant. In *Sceptre*, a special cockpit was built for the navigator abaft the helmsman. This contained all the special wares of his trade, including a roll of soft toilet paper hanging from the chart table, which, apart from its value in cleaning the lenses of the binoculars also served its designed purpose in conjunction with a bucket under the navigator's seat. This obviated the need for going below to the proper facility. Hence many interested observers may have wondered why there were often persons other than the navigator sitting in his holy of holies.

On the matter of sails, *Columbia* had the edge on *Sceptre*. With her "purple-people-eater" and the pick of the bag from three other boats, she was able to set a superior combination of sails in all conditions except running, when *Sceptre's* large Herbulot spinnakers proved their value. Here again, working up in the race area with a trial horse of comparable performance is the best way to achieve perfection in sails. There is the question of comparative weight of wind between similar conditions in the English Channel and off Newport. For example, some would say that although *Columbia* carried her "purple-people-eater" in a 10-knot breeze off Newport, a similar wind strength in the English Channel would have blown it out of shape.

So many accounts have been written of the Cup races themselves that there is no point in enlarging on them here. Suffice it to say that the warmth of the spectators in their fleet of attendant craft did much to allay our misery in *Sceptre's* failure. In organizing such a stupendous and expensive venture as this, there are bound to be many difficulties because the subject itself is such a complicated one.

A sailing thoroughbred is designed on the three complete variables of wind, sea and crew. When you break these down into their components, the problem becomes incalculable beyond a certain point. It is at this stage that a design feature has to be adopted. The present failure of the "pear-drop" feature in *Sceptre* does not mean that it will necessarily be a failure forever. A lot may yet be learned from *Sceptre's* hull and general layout which will help in the development of future 12-Meters and so we should all be grateful to her syndicate and designer for their brave venture into the "vast unknown" of experimental yacht design. This does not detract from the brilliant success of *Columbia*. A design feature was adopted which had a stroke of genius attached, and through this carefully developed conception, her designers hit the jackpot again.

To sum up, the U.S. Navy found us a haven in Fort Wetherill where *Sceptre* could lay in peace. We were mothered at sea most royally by the U.S. Coast Guard. Our races were run by the New York Yacht Club with extreme efficiency. As if this were not enough, the people themselves extended such friendship and hospitality that we were overwhelmed. All these things made us sure that the journey was not wasted. Actions that came from the hearts of people roll flat the attempted exposure of scapegoats for a technical fail-

this wide trim it will be unnecessary to bow the mast as much to flatten the sail for windward work in stronger breezes. Also, on a reach, the wide traveller trim does to a degree what the boom vang accomplishes.

The best way of conducting experiments and determining how your boat goes best, is to arrange for a trial sail with a friendly competitor. Have him keep his boat constant while you try the things you have been wondering about. After you are satisfied with your experiments, you then become the trial horse, while your friend undertakes his experiments. I have profited on many occasions from trial sails with William S. Cox, several times champion of International and Lightning classes, who, in addition to his ability as helmsman, sets an excellent example of tireless tuning of his boat.

Maintenance and Improvements

Keeping a boat in racing condition is of enormous importance, for the failure of even an apparently insignificant bit of equipment can spell defeat.

A thorough skipper will, before launching his boat in the spring, carefully examine the mast and all permanent fittings. The mast, spreaders, and boom should be checked for dry rot and thwartships compression cracks. All wire rigging should be examined for broken strands and fatigue, especially where the wire passes over sheaves. If swaged fittings are used, examine the barrels with a magnifying glass for hairline checks. Use a sealing compound where the wire enters the barrel to prevent water seeping in. Check rope and wire splices, spinnaker halyard, spinnaker guys, main and jib sheets.

All permanent hull fittings, headstay and backstay plates should be looked at. They may be broken with no outward appearance of the fault. Have an expert test your keel bolts. Allow no heavy-handed amateur to swing on these. Replacing a broken bolt is a sizable job. Have an expert test the fastenings, and either you or he should examine the frames for fractures, separations or checks.

On dinghies or larger centerboard boats sharpen the after edges of the rudder and board to knife edges. The fairing should start from a point approximately two-thirds forward. The sharper the edge, the better will be the result. This has been repeatedly proved.

For a peak performance, a boat must have a really clean, polished bottom. A few minutes spent on rubbing the bottom may change the results of the race. Despite the improvements in bottom paints and the stepping up of their anti-fouling qualities, the formation of slime still constitutes a problem. Slime definitely slows a boat down.

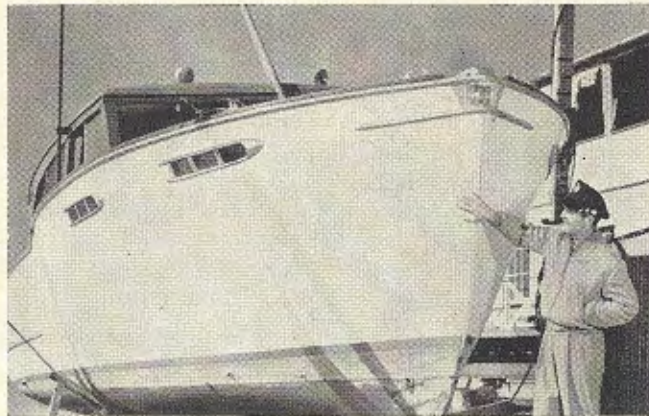
Required Reading

As with other sports, much can be learned about boat racing by reading. A beginner would do well to start by reading and thoroughly understanding the Racing Rules. You should not only observe the rules but also enforce them.

Where there are special rules governing a race they are stated in the printed race circular. This should be studied well in advance of the race and be available during the race to be referred to as necessary.

On the day of a race the skipper must explain to the crew his plans for the start and the strategy he intends to employ during the race. He also will appoint a member of the crew to keep him informed of the maneuvers of his principal rivals and to observe changes in weather and wind. This is the best of practice for anyone preparing for the day when he himself is at the tiller.

The importance of calmness, good discipline, and mutual confidence on the part of all cannot be emphasized too strongly or too often. Skipper and crew must function as an integrated whole. Nothing is more distracting to a helmsman or more demoralizing to a crew than the presence of one foggy, clumsy, or talkative crew member. And crew and skipper must be of one mind. During all maneuvers the



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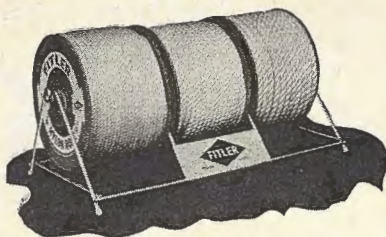
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helmsman alone is in command, and must expect—and exact—the unqualified support of all his decisions, whether they involve his selection of sails, or of trim, or of racing tactics. For this reason top sailors will seldom take aboard another skipper as crew. This point is well illustrated by an experience of Gordon Raymond in Bermuda some years ago with a crew composed of four skippers from Six-Meters. When one of his orders was not promptly and properly executed, Raymond made a now-legendary remark: "Here we are," he said, "five skippers in the boat and not a sailor in the crowd. Get my fingers out from under the turns on this winch!"

By his own example, a good helmsman will stimulate composure in the crew. The most successful boats are the best organized ones. Bus Mosbacher is a fine example of this.

Tactics at the Starting Line

Everyone on board should observe the signals on the committee boat and the course to be sailed should be logged with the date so that there is no possibility of confusion. Depending on memory alone is not enough. At the preparatory gun every crew member should again look to see if the course has been changed.

While sailing out to the starting line, or before, the skipper should check the current tables so that he knows the state of the tide at the start and during the race. It is as important to do this when there is a real sailing breeze as it is in light weather.

No keen racing skipper would consider sailing without a compass but many, especially on small boats, either do not carry one or fail to make full use of it. For example, before the start you should sail the reaching leg's compass course to decide if a spinnaker may be carried. The course for the run should also be tested to determine which jibe is preferable. A shift in the breeze may subsequently change your strategy, but nevertheless you should plan ahead.

The start can be the most important part of your entire race. It is most difficult to regain ground lost at the start. The starting line should be square to the wind, but it may not be, and the skipper must therefore determine which end of the line, or which spot, will be most favorable for a windward start. There are two methods for doing this.

The quickest and simplest method is to place your boat head to wind in the middle of the starting line. Her heading will be closer to the favorable end.

The more exact method is as follows:

1. Luff your boat head to wind, take the *exact* compass heading to obtain wind direction.

2. Sail on the starboard tack on the starting line. Line up the flag end with the white flag on the committee boat, through the headstay and permanent backstay. Read the *exact* compass bearing. If you are unable to get on the line due to the starting activity of other classes, line up the buoy end with the white flag on the committee boat from either end of the line, in other words an extension of the starting line. In this case there is only one bearing to be taken. Whichever end of the line is closest to the direction of the wind will naturally be the preferable end on which to start. For example, if the wind were due north and the bearing of the line were east by south (west by north) the easterly would obviously be the favored end. A little practice is required for those unaccustomed to using the compass regularly but it soon becomes automatic.

If the committee has set the line square to the wind, you may start anywhere on the line. The position will be determined by where you have elected to go on the weather leg.

Having decided previously exactly where you want to be on the line at the gun, here is a suggested procedure for running time at the start. First, with your stop watch determine your tacking and jibing time from reach to reach. In a moderate size boat (25 to 35 feet) I recommend that the normal run from the line back to the line be two minutes.

Presume your tacking time is 10 seconds, reach to reach. You will be on the line, at the spot where you have chosen to cross, exactly two minutes before the starting signal, reach-



Eveletts

Allow plenty of time to prepare for race. Skipper should go over race plans with crew ahead of time

exactly 55 seconds. Then you will tack or jibe (10 seconds) reach up to the line for 55 seconds and cross with the gun.

Naturally tide and sea must be taken into account in your runs. It is, therefore, vitally important to make several practice runs to learn what allowances should be made. A jibe is often preferable to a tack in returning to the line, especially in a fair tide. In this way you avoid a "barging" course. Furthermore, a jibe places your boat in a position to sharpen up and maintain rights of the leeward boat. In starts on the line away from the buoy or committee boat, the skipper must anticipate being smothered by weather boats on his approach as well as at the line itself.

It is also advantageous to have a tabulation for odd times in the event you're not free to leave the line at exactly two minutes. With the various times tabulated on a card, the skipper will not have the problem of leaving his planned starting point at exactly two minutes before the gun, a difficult matter in a large class.

A few seconds can be life or death on a start. How often have we wished to speed up the committee's official watch when we are in the so-called coffin corner with too many seconds to dispose of. Walter Bowes, always a quick-witted sailor, found himself in this dreadful spot when sailing a Six-Meter in France at Cannes. He observed a French sailor aboard the committee boat getting ready to pull the lanyard on the starting cannon and started a loud chant, "Cinq, quatre, trois, deux, un—Au feu!" As the sailor yanked the lanyard, Bowes crossed at the favored end of the line with a nice lead on the fleet.

Sailing the Course

On the weather leg, the skipper must be continually alert to the trim of the sails. As a general rule, the mainsail should be sheeted in hard and the jib should also be trimmed in flat, but take care that it is not so flat that it has insufficient drive. The jib must have lift and draft to pull the boat, especially in disturbed water. Skippers and crew, too often, are inclined to trim the jib too hard, subconsciously feeling this will make the boat point higher. The reverse is usually true.

One of the most vital items of racing equipment is the wind fly, or tell-tale, tied on the upper shroud, the one farthest outboard. Narrow pieces of ribbon are most frequently used but ribbon flutters too much and my preference is for black thread, black being easier to see than white. If you haven't top vision and have difficulty seeing thread, use pieces of dark yarn—it doesn't flutter. The importance of the fly cannot be over-emphasized. The keen helmsman will never let it out of his sight. Absolute concentration on this

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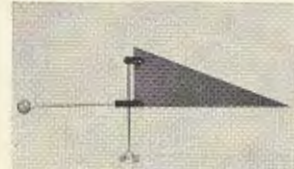
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skipper. It is also of great importance off the wind and especially in light weather.

Of course the trim depends on conditions of wind and sea. If, in a hard blow, the boat is burying her lee rail or carrying too much weather helm, ease the mainsheet a few inches. She must be sailed on her bottom. Adjustments should be continued as necessary. Always be sure the lee rail is not under or that she is not trimmed too flat in rough water. Do not be too concerned about a luff in your mainsail. Remember that if the boat is over-powered, the mainsail must be eased to keep her on her bottom and the rail out of water.

Different tacks may require a change in the trim of the sails to meet wave conditions. On one tack you may have the sea at a better angle than on the other, with the result that the boat will foot well with the sails trimmed in hard. On the other tack, it may be necessary to ease the sails to give them pulling power to drive the boat through the seas. Changing the trim of the sails on different tacks is overlooked much too often.

But it is never enough to watch only the sails; a skipper must have the feel of his boat and be able to sense the quality of her performance. It is subconscious perceptiveness developed through experience but you can speed the process of learning by practicing sailing by feel alone. When practicing, take someone along who will serve as your lookout and after clearing the harbor, tie a handkerchief over your eyes; blindfolded you will get the feel quickly of whether she is sailing well, too high or too low. It is this sense that you must develop! Night sailing provides excellent training; at night, you must be able to feel your boat to obtain the best from her.

When the breeze increases, attempt to feather your boat through the hard puffs. In other words, sail her a little finer as the puff strikes. This will keep her on her bottom, she will point higher and actually not lose speed. Feel is a prerequisite for skillful feathering. The patient struggle through light weather is good fun and requires consummate skill, but for me there is no greater joy than sailing a well-tuned, well-equipped boat to windward in a very hard breeze.

On which side of the boat the helmsman should sit, whether to windward or to leeward, is another much debated subject. I doubt that it will ever be resolved, for either side may be the right one, depending on conditions. In a breeze I prefer to sit to windward; it's the natural place and the more comfortable. When seated to windward your weight is where it will help the boat most and you can see the wind on the water before it strikes. Watching the seas, working her through them so that they do not slow your boat down, is of great importance. Even when sailing before the wind, the skipper and crew should, in a good breeze, stay to windward, to keep the boat on her designed lines and ease her helm.

You cannot force your boat to do the impossible. Let her have her head. Merely guide her. Let her sail herself. Don't, for example, try to sail her closer to the wind than she is capable of. You will sense and anticipate just before she is about to luff. You will similarly realize subconsciously when she is being sailed too wide. In disturbed water you will immediately feel when you are not giving her the necessary opportunity to get through the seas to her best advantage. Just remember that she can do it herself if you don't hamper her through poor handling.

Plan your approach to the weather mark long before you reach it. By all means be on the starboard tack if possible. Few maneuvers can be more costly than finding yourself on the port tack and meeting a solid wall of starboard tack competitors. Never make the unpardonable mistake of overstanding the weather mark. Precious hard-gained distance is thrown overboard if you do. On the contrary, you may be able to improve your position by understanding, especially if there is a current or tide setting you up to it. Whatever your tactics at the weather mark, you should be in a position to come in on the starboard tack or know you can cross ahead of the boats approaching with right of way.

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as the sail. This will produce more draft in the upper part of the sail and is of great importance especially in light weather. Slackening the tack downhaul is of secondary importance; it helps the lower but not the upper area. In drifting weather the outhaul may also be slackened to advantage, especially if your sail is flat. In light weather when sailing to windward, the spinnaker boom topping lift may be used to take the weight off the main boom, thereby giving more draft to the sail. Off the wind, use the jib halyard when the spinnaker is set. Do not haul the foot of your sail beyond normal bounds; it merely distorts the sail.

A reach or run becomes, on some boats, a form of rest period, but very often it is these two legs that offer real opportunities for ground gaining. On a reach, head no higher than the next mark and, if possible, steer to leeward of it so that you are in a position to gain speed by reaching up later. Again capitalize on the tide or current.

Everything must be set to hoist the spinnaker as you are approaching the weather mark and by the time the spinnaker is two blocks it should be drawing. On many boats the spinnaker pole is set at the proper angle beforehand, and the sheet gradually trimmed in as the sail is hoisted. Be careful not to trim too fast for if you do the spinnaker will fill and be difficult to hoist.

The great value of the boom vang is demonstrated on this leg. It should be set up before reaching the weather mark. The boom vang makes the sail and boom swing as a door, or in other words, holds the sail in one plane. The sail can, therefore, be eased further off than would otherwise be possible. Without the downward pull of the vang, the mainsail will luff first aloft and the entire sail must be trimmed to meet this condition. With it down, the luff occurs simultaneously along the entire hoist. The vang should not be used in light weather as it flattens the sail.

There is such an enormous thrust set up on the boom by the vang that extra heavy gooseneck fittings should be used.

strain. Be careful, however, that this is not overdone or the mast may be weakened in this area. Arthur Knapp, normally at his best in light weather, has capitalized on the value of the vang more than any competitor I have ever observed.

With the wind dead aft, and especially in light airs, a skipper should be aware that some advantage may be gained by tacking to leeward, by reaching up approximately a point or two to gain speed and then jibing over at the proper moment to maintain the equivalent course on the other jibe. In this way he also has a better chance of avoiding the fleet and keeping his wind clear.

At all times, whether on a run or on the windward leg, an alert skipper must make every effort to keep clear of his competitors. Avoid luffing matches on the runs even if to do so you must sacrifice your position. In the final score and in a large fleet, this maneuver usually pays off. This also applies to private scraps on the windward leg.

One more suggestion: keep a log. Enter every particular about each race: the club conducting the race, your crew members, wind direction and strength, tide or current, sea conditions, sails used, mast position, jib leads and how your boat went with them, why you did well or poorly, why you considered your competitors beat you or you them, suggestions for future trial.

As in so much of life, there is really nothing new in sailing. Something appears to be new only because it was previously unknown. I have found that the more I learn the more I realize how little I know. Thus sailors who have had little or no experience in yacht racing may find more of interest in my comments than old timers will. As far as the experienced racing skipper is concerned, I can only hope that I have reminded him of at least one thing he knew but had forgotten. I hope that by applying that one new-old idea, he may win a race that otherwise he might have lost. I wish, too, that the ardent enthusiast starting to sail will some time

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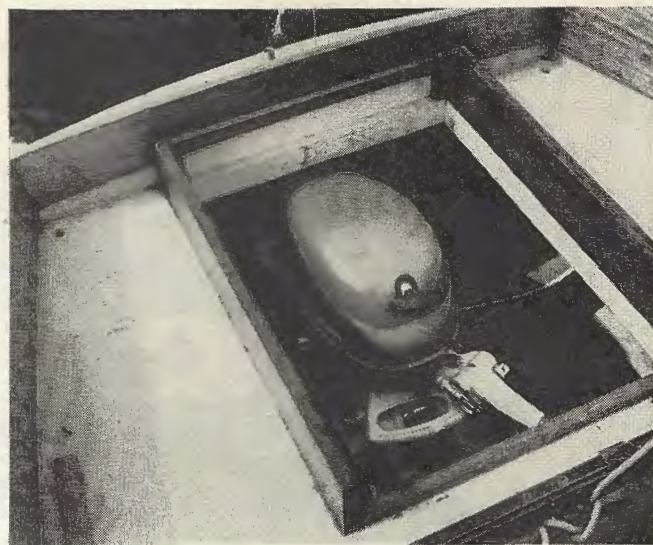
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NEW BOAT!
(Continued from page 73)



Robinson

Outboard in a well is handy, economical power. A 5 hp. motor attains 5½ knots in calm water

building us a boat was no longer a joke. We were ready.

This was in October, looking towards a spring delivery. There was a bare hull at Mount Desert ready to be sold, so we latched onto that, it was delivered to South Freeport, and Parker began the job of finishing her off. I made one flying visit in November to go over details and specifications that could be decided then, and the rest of the liaison was done by voluminous correspondence.

This meant a winter of pleasant anticipation and gave new meaning to the Motor Boat Show, where we spent many hours amid the gadgetry, resisting, however, the temptation to buy right away everything that looked as though we could use it. We had made a firm resolve to wait until the boat was in commission before we bought much gear, to make sure it would fit and would be right for the purpose. "Window shopping" was great fun, though, and we did settle on several items. It also brought home to us just how much more is needed beyond the base price before a boat is ready for use, something that should always be figured on in buying one.

Here is a list of the extra equipment we bought before, during and after commissioning: Bunk cushions (polyurethane) and covers, cockpit cushions, life jackets, plastic clothes hangers, bunk nets (very handy for stowage on a small boat), fog horn, spotlight, fire extinguisher, fenders, dock lines, 150-lb. mushroom anchor mooring, chain, nylon pendant, pick-up float, bow pulpit, two anchors and line, swab, bucket, sponges, chamois, barometer, binoculars, compass, charts and publications, dividers, parallel rulers, galley stove and utensils, first aid chest, tools, rigging spares, ice pick, burgee and flags, bilge pump, jerry can and foul weather gear (for five) to be kept aboard.

Also, since we were not having a built-in water tank or ice box, we bought a plastic dishpan, plastic water bottles in various sizes giving us a total capacity of 10 gallons stashed in various stowage places, of which the boat has a great many, and a portable ice chest made by a soft drink company. The stove purchase was a Sudbury solid fuel one, bought for safety reasons since the children would be cooking. It is on tracks and slides back when not in use to leave the shelf clear for sandwich-making, bar-tending, etc.

Sail bids were taken through the builder and we went strictly on a price basis, choosing Manchester Dacron sails with taped luffs, and an Ulmer spinnaker. We decided on a club for the working jib to make jib-tending easier for social sailing.

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accomplishment in the family democratic process. Finally, after exhaustive use of a six-language dictionary and to no one's especial delight, I picked *Mar Claro*, Spanish translation of Sea Bright, her port of hail, and it won on the 95th ballot through sheer exhaustion of the opposition.

Harry Parker trailed *Mar Claro* down from Maine, bringing a cockpit full of fresh New England snow, and as soon as the ice went out of our river she was launched and christened with appropriate breakage of glass and spillage of champagne. She had been beautifully built, fitted and finished, and even in pale March New Jersey sunlight was a joy to behold with her light blue topsides, cream deck and brightwork trunk and coamings.

And so the anticipatory stage had ended and the actual shakedown, the trying out of our theories, was about to begin. Between mid-March and early November she was in use about 85 days, covered 400 miles cruising, 120 in the open ocean, in the area between Bay Head, N.J., and Newport, R.I., in six weekends, and the rest was day sailing and over-nighting on home waters. There was plenty of chance to balance expectation against performance.

It is an understatement to say that the results exceeded the expectation.

True there were a few bugs, and a couple of things to be changed; what new boat has there ever been without them? But the features we checked off hopefully by the fireside that night all stood up remarkably well. The only facet we have yet to put to the test is trailability. The budget dried up far short of a trailer purchase, and her own bottom was the means of getting her everywhere she went. Coming up, though, is a winter trailer trip south.

Just about everything worked out as we had hoped. To get the least satisfactory item out of the way first, the well for the outboard still has bugs in design and construction. It fills with water while underway, and there is a ventilation problem, but these are details to balance against a basic concept which is good. We like the idea of an outboard aft very

much. The rest of the boat is free of mechanical clutter, and the motor provides cheap, easily-maintained power. Borrowing various sized motors, we tested 3, 5, 6.2 and 7.5 hp. and found 5 hp. to be the best combination of weight, size and power, though all worked remarkably well. We got an honest 5.5 knots in calm water from the five. The 7.5 was perhaps a half knot faster when there was need for reserve power against wind or tide, but it was a bit too bulky to handle in the space.

Since *Mar Claro* is a light displacement boat, weight is important to her sailing ability, another factor in favor of a small outboard and the lack of permanent gas and water tanks.

She did prove fast. A racing shakedown in the Spring Off Soundings brought an undistinguished fifth in Class C-2, but this was not the boat's fault. After that she won the handicap championship of her home Shrewsbury Sailing and Yacht Club, the North Jersey YRA handicap championship in a two-day Off Soundings-type regatta against 38 boats, and the four-race Raritan YC handicap series. She saved her time, on various occasions, on such boats as Pilots, Week-Enders, Rhodes 30s, Senior Knarrs, Gulf Stream 30s, NY 40s, the 17th and 21st placed boats in the Bermuda Race and assorted cruising boats up to 70 feet.

Boat-for-boat we had a ding-dong series of battles with a Wianno Class sloop, splitting the elapsed honors but usually saving our time. We consistently beat an H-28, Hinckley 21, Malabar Jr., Single Hander, Stout Fella Senior and Junior, 23' Pennant and many two-berth auxiliaries of our approximate size. Our best race was a 10-mile reach, run and beat around Sandy Hook in moderate air when we had the second fastest elapsed time in a 30-boat fleet, finishing two minutes astern of a masthead-rigged Pilot.

In other words, she moved well, especially in moderate air, on all points of sailing and was a joy to race. The sails worked out well, as did the aluminum spars. Incidentally, her CCA rating is 17.6 and Off Soundings 19.3.

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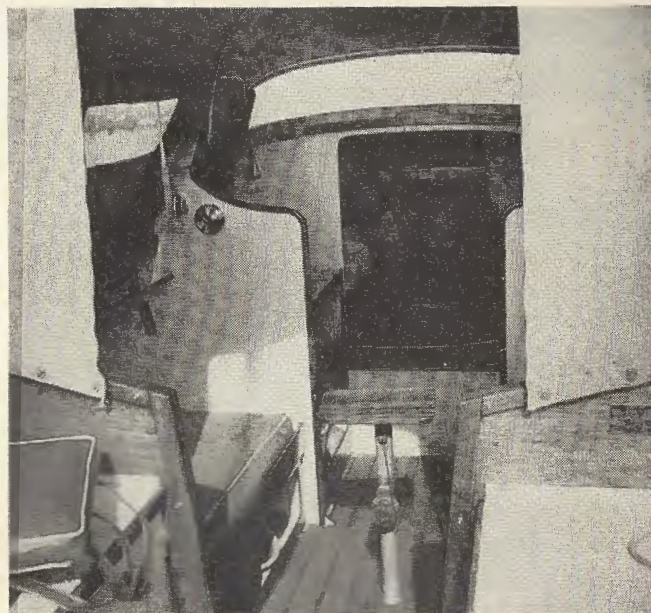
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Robinson

Forward view from cockpit. Quarter berths in main cabin, galley to port. Platform bunk across peak (head under) sleeps three

How about the special features of design and arrangements?

As it turned out, the most "controversial" feature was her biggest asset. I have yet to come around to calling the convertible hood a thing of beauty, but it is the key to the Amphibi-Ette's amazing versatility. Rigged over demountable metal frames, it gives full 6'2" headroom in the main cabin, yet can be removed in less than two minutes to make a 15' cockpit by opening up the galley and main cabin. It can also be left on with the sides rolled up as a sort of Navy top, first sailboat I've ever seen with this arrangement. Each stage had its moments of being just what we wanted sometime during the summer, and, being so different from the set-up on most boats, inspired some highly unnaautical language in our family. Enclosed, it is the "living room," with sides rolled up, the "porch," with canvas removed and frames still up, the "patio," and with frames removed too, the "terrace." We seldom bothered to remove the frames, as they provide fine grab rails for moving about and make putting the cover back on a quick, simple job. You just have to get used to the feeling that you've gone to sea under an Erector set, totting up the advantages all the while.

And they are manifold. As a full-headroom cabin it is an unbelievable joy on a 24-footer and remained dry and cozy in some extremely wet rains, including the deluge at Newport, R.I., the night before the Bermuda Race started. Then to have all this space available as cockpit when the weather calls for it makes her an extremely sociable, pleasant day sailer, and a delightful boat for entertaining two other couples for cocktails and supper in the evening.

The stove worked out well for simple cooking, but was limited, as expected, and it was handy to have the ice-chest, stored in a special spot under a seat in the galley, portable for ease of draining and cleaning. The plastic water bottles, ranging from one-half to five gallon sizes, were also a great convenience, and nobody seemed to miss running water. We used mostly paper plates and cups and a frying pan with disposable skillet to save dishwashing. Electric lights are provided by a six-volt hotshot battery—a limited, expensive system, but adequate. Our Merriman bow pulpit was a tremendous boon in handling sails and lines.

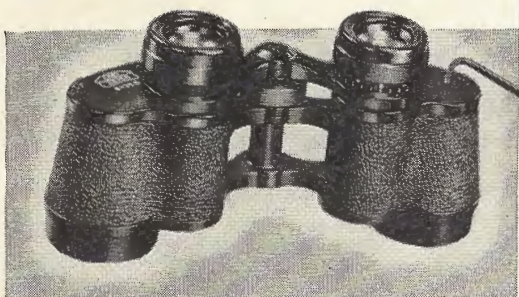
The big test of living aboard came in a three-day shake-down cruise from New Jersey to New London over Memorial Day via the south shore of Long Island. This route was possible because our mast stepped on deck could be easily lowered by hand to go through permanent bridges at the Shinnecock Canal. It was an unqualified success with Mar

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35 knots under full sail on a broad reach—and what a sail that was—and small craft warnings through The Race. Everyone slept comfortably except when our six-foot teen-age son tried a night in the cockpit, and the triple bunk proved extremely roomy. Later on he took four friends with him on two three-day cruises that were reported in as a success.

For a boat to be truly accepted though, no matter how well all the little details work out, there has to come a time when the owner suddenly gives up all reservations and says "This is it. I'm sold." For some, this happy awakening is never achieved and they bounce from boat to boat, but for *Mar Claro* and me it came rather soon, June 14, to be exact. That was the day of the famous, blustery Bermuda Race start, and we were out there to watch it under roller-reefed main. While the competitors staged their fantastic spinaker show, we reached back and forth in dry, if bouncy, comfort (a light displacement boat has a quick motion in a sea and at anchor in a chop).

After the start, we had to head west for a rendezvous at New London the next day and had hoped that it would be a close reach under the beach once we rounded Point Judith. Instead, the wind backed around so that we were hard on the wind under working jib and roller-reefed main all the way to Watch Hill, battling a 25-30 knot breeze with vicious puffs bouncing down on us in rapid order over a three-way slop of sea.

It was a long, rugged beat. *Mar Claro* kept doggedly at it, throwing spray but no solid water and standing up well, and just before dark, the breeze fell off with the sun and we eased through Watch Hill Passage in the clear, cold twilight to pick up a mooring at Stonington. As the night closed in and the wind resumed its chill assault I tumbled into a dry bunk with a great feeling of battles won and conquests made, and suddenly I no longer considered *Mar Claro* as the "new boat." She had become a thoroughly accepted member of the family.

WINNERS OF MAJOR EVENTS

(Continued from page 126)

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Snipe (US):
Star (World):
Star (NA):
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210:
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"MANDARIN"

(Continued from page 110)

single two-blade propeller through 2:1 magnetic reduction gears. With this engine the boat does 7½ knots.

Built of oriental woods, her stem, keel and deadwood are Yacal; her frames ipol and her planking, decks and trim are teak. Fastenings are Everdur and she has Merriman hardware and Teak cleats.

Among other comforts she has a fireplace, a Crowell automatic water pressure system, a Wix Galley Maid water heater and an L-P gas stove with oven and broiler. She also has electric refrigeration, with her lead keel acting as a heat exchanger for the freon lines of her refrigerator.

She is a family boat on a grand scale with a cockpit big enough to take everybody above decks and a main cabin commodious enough for everyone below.

For more details on this unusual yacht address John G. Alden & Co. Inc., 131 State St., Boston 9, Mass.



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SOUNDING MACHINES

(Continued from page 109)

detrimental to the operation of any piece of electronic equipment.

Recorders require a bit more power than flashers of the same sounding range, but neither type places any serious drain on a boat's electrical system. The main power lines should be equipped with an "on-off" switch and a fuse of the proper value in the "hot" lead, besides the switch on the machine itself.

Modern electronic practice is to provide a "floating" ground for the equipment, of either positive or negative in polarity depending on the polarity of the boat's electrical system. It is very important that the manufacturer's instructions regarding the polarity of the two power leads be carefully carried out. Otherwise, an unpleasant case of electrolysis may result if the instrument's ground polarity varies from that of the boat's system.

There are two ways to install transducers. The conventional method is to fasten the transducer to the outside of the hull by means of the through-hull fitting provided. A fairing piece or cover is furnished to compensate for any possible angle of bottom planking.

The second method, less commonly used, places the transducer *inside* the hull in a water box or wet-trough

against the bottom planking. Here the transducer projects its sound pulses through the metal, wooden or plastic skin of the vessel. An externally mounted transducer has a greater depth range and better sensitivity than a similar one installed inside the hull.

The transducer is connected to the instrument case by means of a shielded, insulated cable. Manufacturers usually specify that the cable must not be cut or added to. This is because the cable constitutes part of a tuned electronic circuit and altering its length would detune the circuit, resulting in very inferior operating qualities. Manufacturers can supply extra-long cables of the proper electrical length where needed. If the cable provided is too long, the excess should be coiled neatly and stapled out of the way.

Sounders are prone to certain ills, some of which are not too difficult to diagnose and remedy. If a flasher shows a good, hot "zero" flash but no bottom flash, a weak or shorted amplifier tube is probably the cause. If no flash at all appears on the indicator face while the machine is turned on and the drive motor is running, the oscillator tube may be suspect. When a bottom flash becomes progressively weaker over a period of time (requiring more sensitivity or volume to obtain a signal in the same depth of water), the trouble may be nothing more serious than an accumulation of slime or sea-growth on the ex-

posed transducer face. Scrubbing with a plastic sponge will remove the slime and restore the instrument's sensitivity.

The paper tape of a recorder must be renewed from time to time. The stylus that marks the bottom line on the paper may become worn or out of adjustment. However, modern sounding machines are, on the whole, pretty rugged little instruments and will give many hundreds of hours of satisfactory operation if the manufacturers' instructions are faithfully carried out.

The ways depth sounders can serve fishermen and cruising enthusiasts are almost limitless. Mentioning a few will bring to mind uses that can be applied to one's own problems.

One old-time method of locating a known piece of fishing bottom employs the use of two or more cross ranges or bearings on shore. This method is quite exact when visibility is good, but when only one range is visible it often takes a lot of hit-and-miss fishing to get located on the fish.

Taking an accurate sounding and using the known depth of water together with a single range helps pin-point the fishing spot with little trouble. When soundings are used in conjunction with visual ranges, it is wise to check the soundings against those indicated on the chart. The surrounding waters should also be sounded carefully so the operator will become familiar with the general trend of the bottom.

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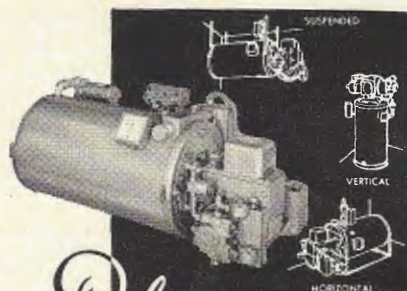
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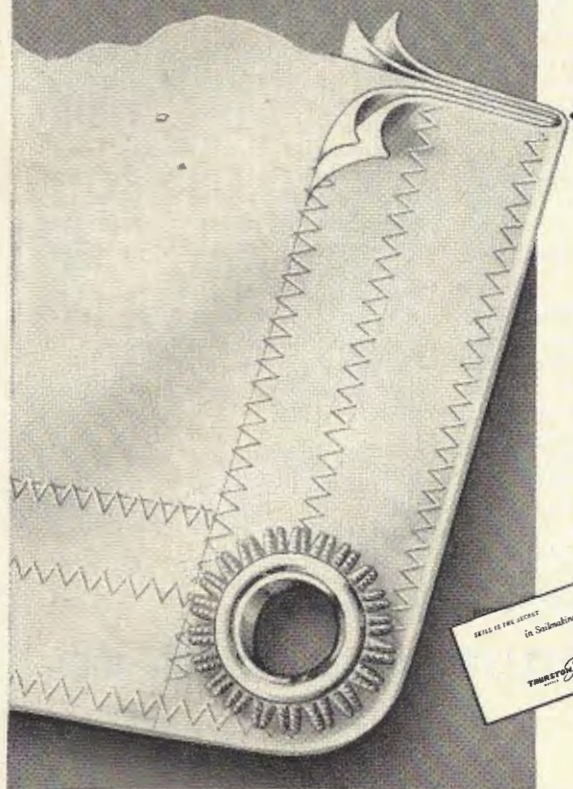
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Thurston uses multiple strips of fine lay stabilized dacron skillfully folded and sewn under a controlled even tension right on to the sail fabric itself, resulting in a light weight, strong reinforcement on the entire edge of the sail, from headboard along the luff, to the tack and aft along the foot of the sail to the clew. These multiple reinforced layers of tape weigh but a few ounces more than the sailcloth itself and yet take the place of heavy old style bulky bolt ropes. The elimination of this old fashioned non-compatible, non-controllable bolt rope results in THURStape draft controlled sails.

THURStaping allows the luff and foot edge to "give" uniformly with the dacron sail itself without stretch or shrinkage. This insures the constancy of the original sail shape and results in maximum sail efficiency for the lifetime of the fabric. THURStape allows the skipper greater control over the set of the same suit of sails under different wind conditions. A sail's draft may be adjusted to be flatter or fuller than the constructed shape by adjusting the tautness on out-hauls, yet when slacked off in extra light going, the luff or foot never scallops. When wet by rain or heavy seas, the shape of the sail or the THURStape edge is not changed.

Write for new free booklet entitled "SKILL IS THE SECRET IN SAIL-MAKING". May we quote on your next suit of sails?

THURSTON Sails, Inc.
WARREN RHODE ISLAND

Soundings can be compared to the depths of water indicated on a chart to check the validity of a radio direction finder line of position or fix. If the depth of water varies radically from that shown on the chart, the skipper must figure out what went wrong—or decide whether he has stumbled upon a feature of the bottom previously unreported!

Timed soundings or continuous depths of water are a wonderful boon to safety when homing on a radio beacon in thick weather. Likewise, a depth of water obtained by radio from boats offshore will help prevent the fishing cruiser from over-running an area which is producing fish for the fleet.

The profile of a known underwater landmark can also be used to establish a position. One such landmark is the deep trench of the Hudson Canyon, off New York harbor. Timing one's run at a known speed over this great submarine valley and comparing the recorder's tape to depths on the chart can give a quite accurate indication of about where the boat crossed the ditch.

Another well-known underwater signpost is the majestic dome of Valiant Rock, in The Race at the eastern entrance to Long Island Sound. In an area like The Race, where tidal currents can run in excess of five knots, a sounding machine is a Godsend when making a passage in thick weather. The experienced cruising man and the offshore

fisherman learns to recognize these underwater signposts as surely as he can pick out the brilliant blue-white four-second flash of Block Island's southeast light, or the melodious *dah-dah-dit-dah* of Cape Cod's radio beacon on the direction finder. It is in the realm of fish-detection that the true subtleties of the sounding machine become apparent, however.

Deep-swimming schools of mackerel, bluefish, tuna and other species can, on occasion, be picked up and indicated by flashers and recorders of average sensitivity. On the dial of a flasher a school of tuna will appear as a band or broken group of brilliant flashes of neon color at the proper depth beneath the surface. One of the most thrilling moments a fish detective can know is to spot such a school, circle the area, and suddenly hear the scream of reels as the fish rise to the feathers, attracted by the roar and swash of the boat's tumbling wake.

A recorder will show the same school as a dark smudge or fat line between the top or "zero" line and the bottom line. Sometimes, if the school is dense enough, it may absorb and reflect the entire transducer signal and appear as a sudden, startling, false bottom, many feet or fathoms shallower than the true bottom.

Flashers and recorders with really good sensitivity can often indicate individual fish the size of school cod or big

sea bass in waters of up to 100 feet in depth. Here the visual indication may be quite faint, appearing as persistent, recurrent blips of light a few feet above the true bottom flash, or as tiny, vertical smudges or marks on the tape of a recorder.

The advantages of being able to "see" the fish one is seeking are obvious. However, the lion's share of fish which are located by depth sounders are detected by less direct means. An excellent illustration of this point took place last summer during the great swordfish run off Montauk.

About 13 miles south-southeast of Montauk Light there is a rather abrupt underwater bank that runs for a couple of miles in a northeast-southwest direction. The water to the west of the bank averages a smooth 135 feet in depth. To the eastward, however, it dips rapidly to more than 180 feet, forming a distinctive landmark when viewed on the sounding machine.

The area around this bank has become known as a prime swordfish hunting territory. Countless common ling inhabit the slopes of the bank during the summer and the swordfish, recognizing a well-stocked table when they see one, swarm over the bank, feeding on the fat ling.

At certain times during the day a number of these great fish can be depended on to come to the surface and present themselves as worthy targets

THE FLYING SCOT. WE ARE LOADED.



Yes, we are loaded with orders for FLYING SCOTS for 1959. While we are grateful for having received so many orders, we regret that fact that in spite of having doubled our production rate we are having to turn down orders for Spring delivery. That is why we have not thought it advisable to exhibit the FLYING SCOT in the boat shows. Next year we will have an associate builder to help carry the load if we can find one who is willing and able to match our exacting standards.

The popularity of the FLYING SCOT has exceeded our expectations. By the end of her second year, with over a hundred boats in use, the Class will be solidly established on a nation-wide basis, all without the benefit of high-pressure advertising. We have claimed little. Instead, the FLYING SCOT has sold herself. If we were to publish some of the letters we have received from enthusiastic owners you skeptically would

think our copy-writer had really let himself go this time!

The FLYING SCOT'S universal appeal comes from the many good qualities which make her an outstanding boat. In fact, we would not be candid if we did not agree with those who think her designer has out-done himself this time. Clubs are finding that the SCOT is an excellent club boat, stable and safe enough for beginners young and old even though she has the life and alertness of a thoroughbred. She can seat ten people inside on her comfortable seats, yet she needs only two to launch, rig and sail her. She can be as sedate as you please, or she can give you a soul-satisfying planing ride!

The FLYING SCOT is liked also for her care-free all-fibre-glass construction and for the careful attention to detail which makes her one of the handsomest boats on the market to-day.

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for big-game anglers' baits. Without sounding machines the presence of this bank, which is indicated only vaguely on the chart, probably would never have been recognized. Its relationship to the swordfish off Montauk might never have been fathomed. Certainly, a number of notable rod and reel catches would never have been made if sounding machines had not been habitually used by the boat operators to locate the bank in periods of poor visibility.

Returning to inshore fishing, striped bass anglers find the shallow-water flashers ideal. A flasher will permit one to work an ocean beach in fog so thick the sand can hardly be seen from the outer line of breakers. Here the prudent angler uses his sounder while fishing in clear water so he may later judge the exact depth of water in which to start his offshore trolling turn to avoid a nasty bar or breakers that might otherwise trap him.

The flasher is equally effective at night when its winking, ruby-red eye helps one to maintain station over the exact pinnacle of an underwater reef, behind which the great squidhound bass lurk, waiting for night-swimming whiting to come their way.

Not every fisherman or boat owner can become a master mariner in the short span of his active days afloat. However, it is no longer necessary to spend years of time acquiring a working knowledge of the shape of the land

under one's own fishing or cruising grounds. The modern electronic depth sounder has placed in our hands a tool of such power and versatility as our forebears would envy.

CONVERSION TO OUTBOARDING

(Continued from page 97)

supply of spare batteries, just in case. The running lights are also simple aluminum flashlights with red and green lenses and a baffle between as required by law. I made a small wooden detachable platform on which this unit is mounted. It fits over the mooring cleat and is held in place by the bronze through-pin. There is just enough spring in the wood where it fits over the pin so the light is held firmly in place.

As I always like to see a boat in commission show her colors, we fly a Norwalk YC burgee at our bow staff and the yacht ensign aft. The bow socket is a standard fitting but the stern arrangement is of my own devising. It consists of a hole bored through the starboard quarter knee (taking care not to hit a fastening) to fit the flag staff and a small mahogany pad—with a recess to receive the staff end—screwed to the transom about 5" below the knee. All very simple!

It's fun to fish now and then and our

springs eternal. . . ." With that in mind I made a pair of sockets for rods from a piece of fiberglass tubing and installed one on each side, just forward of the lockers. They were much used all summer. The rods are stowed in the forepeak along with the tackle box.

In Long Island Sound's Norwalk Island area, where we do our boating, there are innumerable shoals and isolated rocks so it is advisable to carry a chart and to keep track of your position when outside the channels. Besides I find piloting part of the fun, even though my wife can contain her enthusiasm for my penchant for gunkholing among the rocks. A chart case for a small boat must be small. Mine is 9" x 16" with a sliding transparent plastic face. My local chart is cut into a long strip and folded to fit it. All non-essential areas are removed. I drew small compass roses located so that at least two would appear on each fold, and made a little transparent grid to use in place of parallel rules—a miniature Hawkins "Courser." On its edge I drew a couple of scales which are handy—one a mile by quarters, the other 1000 yards.

My compass is mounted on a home-made bracket on the bridge deck forward of the wheel. A cover to protect it is made of the bottom part of a polyethylene squeeze bottle with a strip of resilient plastic foam cemented inside to fit the compass. Gray Krylon sprayed

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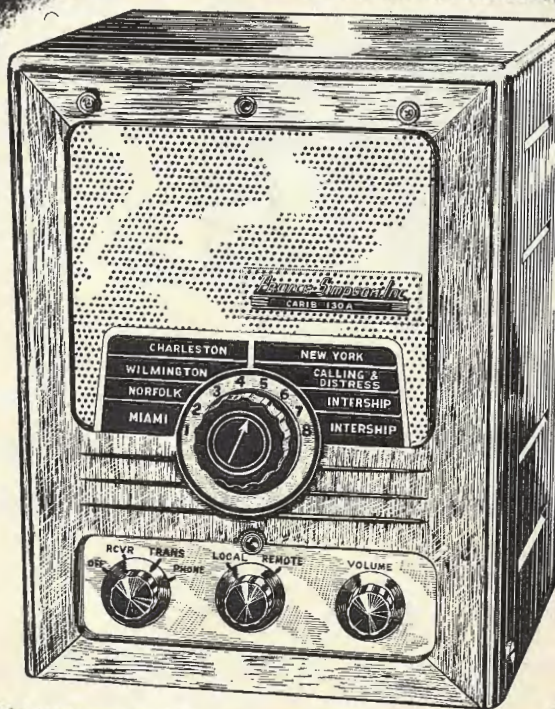
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finish. My lead line, made from $\frac{3}{8}$ " braided cotton line with appropriate knots at the fathoms and a sinker for a lead, is coiled on a Masonite holder, like a fishing line. But the sounding device I use the most is an 8' varnished bamboo pole marked off with black-painted bands at each foot—with red at five feet. You can't beat a sounding pole for gunk holing.

So far as comfort is concerned we do very well. Ratsey & Lapthorn made a nice white plastic-covered cushion which covers the passenger seat, and the helmsman has a snowshoe canoe seat—with back. This is screwed down to the center thwart just behind the wheel. It's one of the best things on the boat.

Our mooring lies in about 3' of water at low tide. We have a 7' tidal range. The mooring we have used for a good many years—it has never failed to hold—consists of 13-lb. CQR anchor, 10' of $\frac{1}{4}$ " chain, 40' of $\frac{3}{8}$ " manila. The rope is treated in the spring with green Cuprinol—the kind used for preserving nets. I do this by clamping an empty rectangular gallon can, with its top cut off, in my carpenter's vise. Fill it about $\frac{1}{3}$ to $\frac{1}{2}$ full of Cuprinol and pass the rope through—wearing rubber gloves—allowing it to fall in a heap on several thicknesses of newspaper. Hang the rope—preferably outdoors—for a week to dry and don't let it drip on the grass.

Since this type of Cuprinol is messy to handle and would come off on the boat,

I rig my mooring line so the treated part doesn't come aboard. A short eye splice in the treated part is married to a like splice in a short piece of untreated line of the same diameter. In the other end of the untreated line is a big eye splice—big enough so the splice is outside the boat's stem when the eye leads through both bow chocks and over the mooring cleat. The untreated line is all above water when the boat is moored. I find a rectangular pick-up buoy best, as it won't roll around on deck. Mine has a center hole and a short lanyard from it is spliced into the side of the big eye splice in the mooring line.

There was little I could do to improve the trailer: I could think of only three things. To make it easier to move I made a double-ended handle bar of oak, varnished, and secured it to the lower part of the winch stanchion. Now my wife and I can move the boat about on the trailer as long as the wheels are on fairly smooth ground. (I suppose the whole outfit weighs in the neighborhood of 1200 lbs.) To minimize chafe on the topside paint where it contacts the rubber-lined V bow fitting, I put a piece of carpeting inside the V and secured it with white tape. No chafing occurred on a trip of 460 miles. And to protect the taillight wire from chafing where it comes in contact with sharp edges, I wrapped around it short lengths of plastic spiral they put on telephone receiver wires to keep them from kinking.

We towed the Bristol from Stamford, Conn., to Chatham last September—230 miles each way—and except for a flat tire there was nothing to it. At times we even forgot we were towing a boat and would wonder unconsciously who that bumper hugger was that was breathing down our necks.

The tire changing feat was an experience. I had never even had the jack out of our car before and how to get it under the trailer threw me. Finally I hooked the jack under the cross member which supports the boat's transom and raised the whole shebang a couple of feet in order to get the tire up a few inches. Later I discovered that the Mastercraft people have what they call a scissors jack which meets such a situation. It is compact enough to slide under the axle and has a very long handle so you can operate it without crawling under the boat. As soon as I heard of it I ordered one—but I hope I never need it.

Being the cautious type I was not comfortable without a spare tire so when we reached Chatham I asked the Texaco man to pick up one. Next day he reported the only tire our size on the Cape was at Chatham—but used. Well, a used tire is better than no tire so I went off to buy it. The owner turned out to be Bud Henderson, a genial soul who sells bait, gas, fishing tackle, etc. to fishermen at his waterfront shop. Sure, he had such a tire. How much? Why nothing at all—it was a loan not a

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sale—"Just send it back when you get home," said Bud. "Well," said I, "you had better have my name and address." "What kind of a boat do you use?" he replied. "A Bristol Bluefish." "Anyone who uses a Bristol Bluefish is OK with me—I don't need your name." And he never did take it. (Yes, I returned the tire.) Could a thing like that happen anywhere but on Cape Cod? I wonder.

A pleasing little incident happened on the Connecticut Thruway as we were nearing home. We were bowling along at a comfortable 55 when we were conscious of a truck on our left side tooting at us to attract our attention. A nice looking young fellow was waving and smiling at us from the cab, which struck me as a little strange, until I noticed in large blue letters on the truck's side the words BRISTOL BOATS.

As a precaution against theft during the winter I remove the wheels, resting the axle on concrete blocks. And I have removed the hitch from the tow bar. I've heard some strange tales about boat thievery.

One thing I enjoy about boats is planning how to improve them and I have several ideas in mind which I hope to install before next season rolls around. Perhaps I will tell you about them in a later issue of YACHTING.

THE FACTS AND THE FIGURES

(Continued from page 104)

—motor yachts and auxiliary sailing craft. About 37 percent of these documented pleasure boats are diesel-powered, and the rest have gasoline engines. Because they are documented these craft do not have to be registered with the Coast Guard and do not carry numbers on the bow.

Rounding out the nation's recreational flotilla are 314,000 inboard runabouts and small cruisers used on waters not under federal jurisdiction and about 486,000 sailboats without inboard power on all waterways.

An accurate production index covering all types of recreational craft has not been available to statisticians, market research men and production planners in the boating industry before this year. Many manufacturers insisted on keeping their own exact production figures to themselves, and there were many "beach and bandsaw" builders who turned out perhaps only four or five small boats a year whose total combined production was relatively impossible to calculate. However, during 1958 the National Assn. of Engine and Boat Manufacturers set into motion a continuous survey of boat production that is basically a trend program designed to give participating companies a yardstick with which to measure their own performance against the rest of the industry.

This study, utilizing the highly specialized statistical services of Ernst and Ernst, nationally known accounting firm, as confidential depository and tabulator, is designed to produce an accurate index of the total dollar volume of recreational boat production in this country. That, however, is only the first part of the overall projected statistical program which will eventually develop detailed data on production by type of craft, size, materials used in construction and the like.

Initial results of this long-range program (as illustrated in the accompanying graph) show that boat production has increased greatly over the base period of 1947-49, to the point whereby the 1958 peak month was about 16 times average production a decade ago. It can be seen from the graph that both peaks and valleys are rising sharply to show greater annual production, the average of which appears to be eight or nine times the base. It should be noted that 1947-49 was selected as the base period for the study because it is the same base used for most production figures in other industries and most government statistics and as such provides the boating industry with a chance to compare against other areas. Companies participating in the study which were not in production during the base period are figured into the overall on the basis of when they went into business.

Powering the 1958 American recreational fleet were 774-

ing private conversions of automotive units, and about 3,523,000 outboard motors. A number of these engines were used in twin installations, but most in both inboard and outboard categories fulfilled their function as single screw power plants. The Outboard Boating Club of America estimates that the average horsepower of the outboards in use during the year was 10.34 hp. up from 8½ hp. in 1957. The OBC further opines that about 545,000 new outboard motors were sold during the year at an average of 20.7 hp. This reflects the greater public demand for higher horsepower motors. The same is true in inboard engines where units of 225, 285 and 325 hp. are becoming very popular.

With the growing horsepower race and the swelling number of motor boats on the country's waterways, the gasoline consumption by recreational craft last year hit 404,000,000 gallons, a 6.6 percent increase over 1957. It was divided 128,000,000 gallons in inboard boats and about 276,000,000 gallons in outboards. Figuring on an average national price of 33 cents a gallon this comes to more than \$133,000,000 worth of fuel. Add to this 22,240,000 gallons of diesel fuel consumed in pleasure craft at an average price of 28 cents a gallon and that brings the total spent on marine fuels to almost \$140,000,000. To lubricate these marine power plants, boat owners bought 20,266,000 gallons of lube oil, divided—2,556,000 for gasoline powered inboards, 444,000 for diesel craft and 17,266,000 for outboards.

One of the major factors involved in America's adoption of boating as the number one outdoor recreation is the development of the boat trailer. Growing up in the years following World War II, the advent of the boat trailer and the fluid mobility it affords the modern boatman is easily seen on the nation's highways. In all last year about 1,600,000 boat trailers, both factory and home-built, were in use, according to the best possible data that has been developed. This includes 168,000 which were produced by factories during the past 12 months.

Marine radio telephone sets licensed by the Federal Communications Commission for use afloat jumped to 69,600 as of the end of last summer, a 16 percent gain over the total number licensed at a comparable time in 1957. It has been estimated by the FCC that over half of this total are in use in purely recreational craft.

Biggest news in the field of basic construction material for pleasure boats in 1958 was the tremendous jump taken by fiber glass—a 46 percent gain over comparable 1957 figures, according to the Reinforced Plastics Division of the Society of the Plastics Industry. This group reports that last year 36,900,000 pounds of glass fibers, resin, pigments and fillers were used in the construction of new boats, for covering decks, hulls and spars on old craft and in general boat repair work. 1958, too, was the first time that reinforced fiberglass boats outnumbered any other single type construction at the National Motor Boat Show with 25.9 percent of the 502-boat show fleet compared with 24.1 percent for sheet plywood craft.

However, basic suppliers of both plywood and aluminum also report gains during the past year in sales made to the recreational boating industry. Estimates from leading plywood concerns indicate a total marine consumption of about 171,000,000 square feet of both fir and hardwood varieties in the manufacture of pleasure boats, about a 15 percent gain over shipments the previous year. The various hardwood plywoods constitute between 10 and 15 percent of this with several grades of fir plywood making up the rest of the total.

Usage of aluminum in the construction of boats jumped about 13 percent from 15,000,000 to 17,000,000 pounds during the year while the 30,000,000 pounds sold to manufacturers of outboard motors remained at the same level as in 1957, according to several of the basic producers of the modern "miracle metal."

The National Paint, Varnish and Lacquer Assn., measuring the vast amount of marine paints and varnishes used by recreational boatmen last year puts the total at 10,435,000

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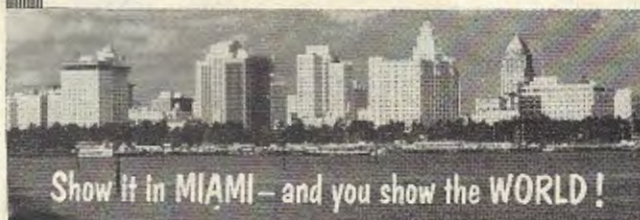
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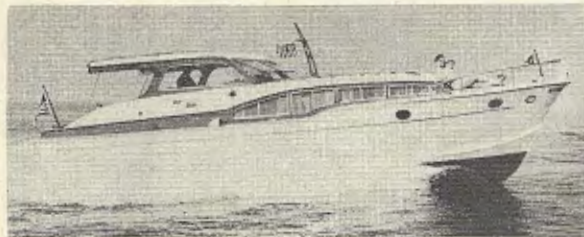


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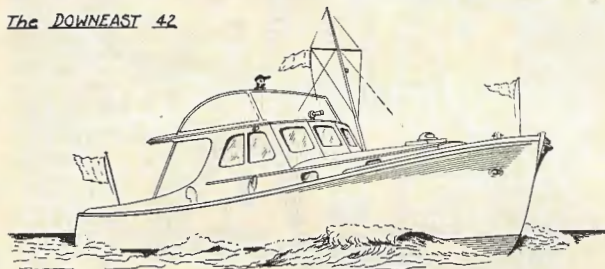
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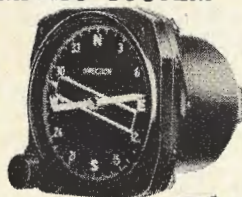
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gallons, including usage both in maintenance of old craft and in construction of new ones. This compares with 9,800,000 gallons used the previous year.

Accommodations for the huge recreational fleet include roughly 10,000 waterfront berthing and launching facilities on all waterways. Of these, about 3,700 are marinas with facilities for anywhere from 15 to 2,000 boats and owned either by municipalities, yacht clubs or as privately-financed commercial operations open to the public. One of the nation's leading municipal marinas, the 400-boat Bahia Mar at Fort Lauderdale, Fla., reports that during its peak months—and despite the adverse weather conditions that prevailed in Florida last winter—it was constantly filled to capacity with boats over 30 feet long. The average of all craft using Bahia Mar jumped from 50 to 55 feet.

With confidence instilled by the total boating market holding up well despite a so-called "recession" year in the national economy, manufacturers in the recreational boating industry at year end were looking ahead to 1959 and an even greater growth of this healthful family sport.

HOW TO SAIL

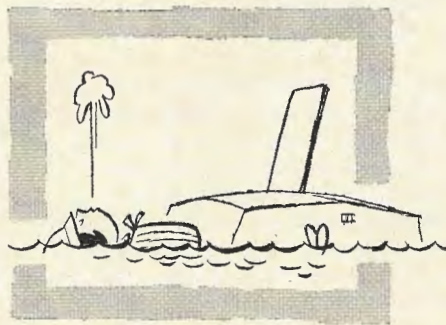
(Continued from page 83)

KNOTS



FOR SOME strange reason, I have developed a mental blank about knots. The one about the squirrel running around the tree and into the hole, I can execute most successfully under supervision, but once away from the watchful eyes of our instructors it fades quickly and completely from my mind. This applies to all other knots also, except, may I proudly state, one. The square knot. Left over right and right over left! Simple!

Should you, also, be afflicted with this difficulty in learning knots, I suggest that you use the square knot, as I do, for all purposes. It is possible that this may lead to harsh words from others as they struggle to untie these firmly bound masterpieces, but at least you know that the ropes will hold and you have done your best.



CAPSIZING

A GOOD SKIPPER need never capsize a boat, for if the wind tips it too much one merely releases the mainsheet and may even, if still nervous, turn the tiller toward the sail. This will bring the boat (as I have explained in a previous chapter) into the wind and right it. It is a very simple operation—easily executed—and there is absolutely no excuse for a skipper to capsize his—glub! glub!



PICKING UP A MOORING

I FEEL THAT it is fitting to end my, I hope, inspirational instructions with the valiant and daring experience of picking up a mooring. To the neophyte, I can only say that I have found inspiration in the following poem, whose author is, alas, unknown to me. With a few minor changes I have made, I believe it should be of help to the skipper to place this in some prominent spot on the boat and quickly peruse it before attempting this daring feat.

If you think you have missed it, you have.
If you think you dare not, you don't.
If you'd like to latch on, but think you can't,
It's almost certain you won't.

If you think you won't hook it, you've lost,
For out in the world we find
Success begins with a fellow's will;
It's all in the state of mind.

Life's battles won't always go
To the strongest or fastest man,
But, soon or late, the man who grabs hold
Is the man who thinks he can.

(I can't—or can I?)



UNDER THE LEE OF THE LONGBOAT

(Continued from page 68)

Navy expressed itself in no uncertain terms, to wit SET STORM CONDITION THREE. That was just 16 minutes before the Navy yawls in Class C, with spinnakers set, tried to roll their spreaders under. There's always somebody that doesn't get the word.

I'd now like to hark back to a mimeographed quotation from Volume II of the naval documents relating to the wars with the Barbary powers, which was sent me by a good friend whose identity has unfortunately been lost in the shuffle. The quotation is an extract from a journal of Midshipman Henry Wadsworth, USN, serving on board the USS Chesapeake, Captain Richard V. Morris, USN, Commanding. It is dated April 2, 1803—so long ago that there's no point in your writing in and asking me whether the innocent infant, on reaching maturity, took after his father or his godfather.

"On the 22nd February, it being the day after we left Algiers, Mrs. Low, wife to James Low, Captain of the Fore-castle bore a son in the Boatswain's Store Room. On the 31st inst (March) the babe was baptiz'd in the Midshipmen's apartment. The contriver of this business was Melancthon Taylor Woolsey a Mid who stood Godfather on the occasion & provided a handsome collation of Wines & Fruits. Mrs. Low being unwell Mrs. Hays the Gunner's Lady officiated. Divine Service by Rev. Alex McFarlan. The child's name Melancthon Woolsey Low.

"All was conducted with due decorum & decency no



with a

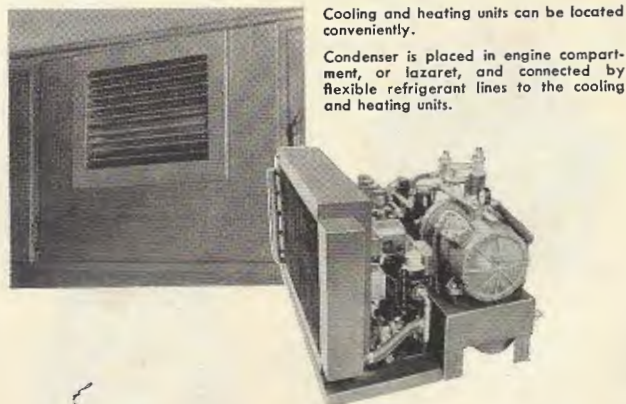
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Popular the world over. Easy to install and adjust. Case and bracket black crackle finished. Varied mounting positions possible with "U" type bracket makes the 88 especially adaptable to sail boats. Movement jeweled for finer precision. Flat card dial is underlit for night reading. Overall height is 4 3/4", case diameter 3 3/4". **\$15.00 Retail**



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The same in every detail as the No. 88 described above except dial is direct-reading type for a much wider range of visibility. Also **\$15.00 Retail**. No. 88C—The same as No. 88-B shown at left except it is internally redesigned for mounting in any convenient overhead location. Also illuminated. **\$17.50 Retail**. No. 88SH—For southern hemisphere. **\$15.00 Retail**



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No. 91B Ranger • ILLUMINATED

Streamlined, nautically rugged and large enough to serve on the largest craft. 4" hemispherical dome magnifies dial for easy readability. Built-in rheostat adjusts brightness for night reading. Gimbal built into capsule gives a wide angle of operation. Beautiful satin and stipple finished die-cast case, 6 1/2" high, flange 6 1/4" in diam. **\$37.50 Retail**



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doubt to the great satisfaction of the parents, as Mr. Woolsey's attention to them must in some measure have ameliorated the unhappy situation of the Lady who was so unfortunate as to conceive and bare on the Salt Sea.

"The other Ladies of the Bay (the forward most part of the Birth Deck)—viz., Mrs. Watson, the Boatswain's Wife, Mrs. Myres, the Carpenter's Lady, with Mrs. Crosby, the corporal's Lady, got drunk in their own Quarters out of pure spite—not being invited to celebrate the Christening of Melancthon Woolsey Low."

Corrections. In the July issue reference was made to an enormous stone house on Fisherman Island, Maine. G. R. Langford, of Ann Arbor, Mich., writes: "Tell Alf Loomis that huge stone building on Fisherman Island is actually a home for retired ministers and thus, very dry. No harbors anywhere. Desolate spot." In the August issue on page 59 I rather capgily stated that I had seen no evidences of the ancient habitation of fish hawks on Pulpit Rock at the entrance to Pulpit Harbor. Stephen D. Karl, of South Norwalk, Conn., in entering a three-year subscription (what a man!) wrote that the nest and hawk were still there early in July.

Theodore E. Heidenreich, Jr., of North Scituate, Mass., sends me an ad of a buoy called the Firefly Blinker which is easy to attach, has a long life and flashes about once a second, thus calling attention on the darkest night to your permanent mooring. Mr. Heidenreich says, "Won't we have a ball when every harbor is full of these things?" I'm going to restrain my natural impetuosity and not buy one of them until it has been provided with an attachment that makes it say *Hotspur* in a loud voice every 15 seconds.

A long time ago, before he got mad at me, Prent Fulmor, Commodore of the Transpacific Yacht Club, sent me a story from the Los Angeles "Times" which told of a novel way of clinching the sale of a boat. Mr. and Mrs. Bill Spaulding were thinking of buying the 33-foot sloop *Rocking Chair*. Everything was O.K. except the head, which seemed to be too small for comfort. "On the contrary," said the owner, "It's an unusually spacious head." To prove his statement he got an accordion, shut himself in the head and played a beautiful accordion solo.

It says here in a local "Notice to Mariners" sent me by Solly Hall, of Miami, that a dredge was about to commence operating in the Cooper River, Charleston, in the vicinity of the Fleet Landing. And it goes on to say that "Spoil from the dredging will be deposited in the channel. . . ." Shows that there's more than one way to skin a cat. If we can't close the inside route with low bridges we can fill up the channel.

Not enough attention has been paid in this column to the sterling performances of Ernie Fay and his 5.5-meter *Sabre* in winning the Giovanelli Cup, the National Championships and the Gold Cup late in September and early in October. But I hear by telephone from Wheeler Nazro, of Washington, Tex., owner of the cruising yawl *Cibola* (also referred to as a ketch from time to time) that he is going to reward Ernie by letting him take the rudder all the way from St. Pete to Havana next March. What I'm leading up to is a clipping from the New York "Times" which read as follows: "*Sabre*, with Ernest Fay at the rudder, took the early lead and rounded the first lap in 34 seconds, ahead of *Viking* of Norway, piloted by Fritjof Foss of Oslo. The twin-masted *Sabre* and *Viking* dueled closely on the second windward leg and *Twins IX* managed to maneuver into the lead at the halfway mark. Then the sleek 18-foot *Sabre* regained the lead before they reached the second windward mark and gradually widened her margin." Bill Robinson, who called this yacht race coverage to my attention, thinks we ought to let the "Times"

(Continued from page 101)

range lights, merrily open seacocks, and cheerfully drive a yacht upon the rocks!

One other phase of stability merits study—the persistent and stubborn rumor that cats will “pitchpole.” Briefly, this is the problem of fore-and-aft stability rather than athwartships. Supposedly, all catamarans have a tendency to bury their bows during off-the-wind speed runs until they catch in the water, trip and cartwheel, stern over bow. Only the first part of this supposition is somewhat true today.

When a catamaran is reaching at high speed before a smart breeze, there is a natural tendency for the lee bow to depress and the windward stern to lift out of the water. In other words, the force line extends diagonally from the weather stern to the lee bow. If there is too much weight forward and to leeward, or insufficient weight aft and to windward, this is aggravated. Forethought in design can take care of this problem. If enough reserve buoyancy is designed into the forward hull waterlines, pitchpoling is effectively eliminated. Relatively high bows, which admittedly create windage, are important in avoiding “waterage.” Whenever necessary, I sacrifice windage to “waterage,” since the latter is a much denser medium and deserves the kind of attention it sometimes does not receive because of all the fashionable aeronautical theory.

Credit for solution of this major problem in catamaran design belongs to Alfred Kumalae and Woody Brown, designers of the wonderful *Manu Kai*. Anything I may have contributed to this would be just minor refinements of the basic concept. Although simple enough to take for granted today, such obvious solutions are sometimes difficult to comprehend when first conceived. My admiration for Alfred and Woody remains unstinted!

I want to re-emphasize one important point. The capsizing of catamarans, in particular those below 30' l.o.a., is largely dependent upon all the factors covered, but most important of all is the crew. With a relatively little experience and reasonable prudence, there is almost no likelihood of capsizing. Once a “feel” is acquired and retained, there is no more delightful or safe craft to sail.

Seaworthiness

“Seaworthy” is defined by Webster as: “fit for a sea voyage; able to stand stormy weather.”

Hawaiian catamarans have been developed in one of the worst environments for *small boats* to be found anywhere. The average tourist in Hawaii is enchanted by the “balmy” tradewinds. They remain balmy as long as one stays ashore and enjoys watching the coconut trees swaying and the hula dancers' skirts tossing in the breeze. But U. S. Weather Bureau records reveal a year-round average wind velocity of 12 m.p.h.! Compare this figure with the average of any locale where yachting is enjoyed.

The Trades sweep almost incessantly over the islands, often blowing 25 knots for many consecutive days. This raises and maintains the shortest, steepest, wettest, nastiest, and meanest kind of sea found anywhere. Ask any Trans-Pacific racer what he thinks about the Molokai Channel and you'll get some quick and positive answers!

Although the weather is mild and pleasant ashore, the sea outside the reefs tends to suppress the growth of yachting in Hawaiian waters. Study the rigging of such popular classes as the Star, 110, 210, Mercury, and Lightning in Hawaii. Without exception, they are all heavier- and stronger-rigged than their counterparts in the States.

For almost 11 years, the original Hawaiian catamarans have been constantly exposed to this severe environment, taking over 100,000 tourists out into Molokai Channel, beyond Diamond Head, without a case of serious injury to passengers. Their record of seaworthiness and safety is unique. The winds have ranged from zero velocity to over

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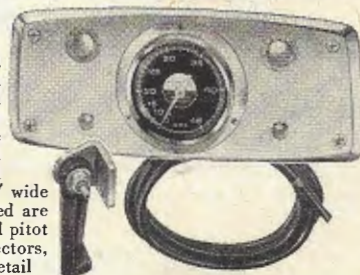


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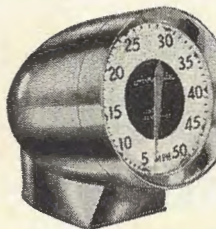
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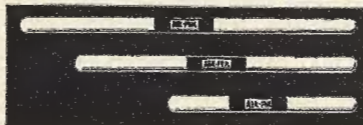

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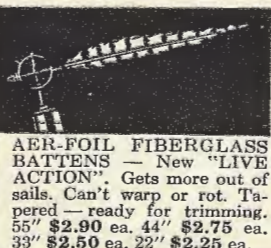
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40 knots. The winds and the seas, not man, are the most severe and uncompromising judges of boats. To survive, the original catamarans had to be seaworthy—or perish! *Manu Kai* was the first modern cat, and still is incomparably beautiful and seaworthy. Today, there are 10 large catamarans and almost a dozen 20-footers sailing in Hawaii.

To prove our faith in the inherent seaworthiness of properly designed and built catamarans, Woody Brown and I designed the 40-foot *Waikiki Surf*. In June, 1955, five of us sailed for California only five days after launching. We covered 2800 nautical miles in a little over 15 days and encountered weather from a dead calm to near gale-force winds. We beat, we reached, we broad-reached and ran. The *Surf* was the first catamaran to cross the Pacific Ocean from Hawaii to California and return.

In 1957, the 46-foot catamaran *Aikane*, built in Los Angeles, gave further proof of seaworthiness in the Newport-Ensenada and Trans-Pacific yacht races. Ken Murphy provided the inspiration and faith, H. Murakami furnished the boatbuilding skill and experience, and I contributed the design, with valuable help from both Murphy and Murakami. Bill Lapworth was consultant for spars.

But of all catamarans, perhaps Frank Hooykaas' *Foamy* showed seaworthiness more dramatically than any other. When Frank first asked me and co-designer Warren Seaman to design a day-sailing catamaran for him, the concept of sailing a 24-foot racing sailboat of any type almost 1500 nautical miles didn't even seem possible. On the day of departure for Acapulco, I couldn't help but feel despair when I saw that the heavily-loaded little boat was drawing over 18 inches. She normally draws only 12 inches. This increase of 50% in wetted surface brought the wing-bridge dangerously close to the water. However, boat and crew arrived safely and in good condition. I believe that Frank and *Foamy* have broadened the horizons for catamarans, and, in the words of a popular song, have demonstrated that "impossible things are happening every day!"

These ocean passages have established a broad base of experience and knowledge about seaworthiness without which further progress in the evolution of catamarans would be difficult. Some definite comments can now be made about the nature of seaworthiness in catamaran design. First, the wing-bridge connecting the twin hulls must be rigid and strong to withstand the racking and torsional loads. The bulkheads spanning the distance should ideally be trussed wooden girders of some depth. Plywood laid in waterproof glue and screwed to the top and bottom of the bulkheads forms a torque box of unbelievable strength. The bulkheads should be considered not as a primary but as auxiliary strength and support for the torque box.

The wing-bridge must be at least 18 inches off the ocean surface for all catamarans 25 feet and less in length. This clearance should be increased to 24 inches for all catamarans up to 35 feet l.o.a., and to 30 inches for 40-foot

wing-bridge clearances of at least three feet, 60-footers, 4 feet between. The fore-and-aft length of the wing-bridge should not be greater than two-thirds of the l.o.a. with the bow and stern sections uncovered, so that the cat can pitch in the heaviest kind of sea without being overwhelmed by waves at either end.

Construction should be on the light side, for seaworthiness as well as safety. I feel that the quality of unusual buoyancy enables a cat to "slip" with the seas and ride with the punch to a great degree. But construction must also be of the *highest quality*, utilizing modern techniques of aircraft construction, waterproof glue, plywood, anchor-fast nails and fiberglass. The entire structure should be similar to aircraft-type semi-monocoque construction.

These design experiences are *not* infallible dogma, but they have withstood the tests of time, wind, and sea, so far, and will certainly not mislead anyone. I have endeavored to outline some basic criteria in these articles because of my concern about many twin-hulled craft which have been built to unsafe and unseaworthy designs. It is comparatively simple to list in a few pages the broad results of more than 10 years of thought, trial and error, dismastings, accidents, disappointments, and uncounted time at sea in catamarans. I believe that future development will be marred less by mishap, but I hope that some tolerance will be displayed when the inevitable accidents do occur. In both experience and science, there can be no progress without a risk of failure. If the design of healthy catamarans by others should result, however, I will feel adequately repaid, as I am sure both Woody and Alfred would heartily agree.

Some suggestions for handling catamarans in storms at sea might be of assistance to those who, in the future, will race or cruise in twin-hulled yachts. Anyone who goes to sea long enough and far enough from shore will one day find himself, his crew, and his catamaran exposed to the awful power of a gale. All design for achieving seaworthiness must anticipate this eventuality, since, as they say in bull-fighting, this is "the moment of truth." There may be just one "moment" in a lifetime, but it may be one too many!

When the wind is whistling above 50 m.p.h. and things are dusty, all ocean-going cats built to date should turn sterns dead into the wind and drift downwind under bare poles or, at most, with a spitfire jib hoisted. The fine sterns prevent being pooped and she scoots away from breaking following seas. The directional stability of her twin hulls help to keep her from being broached and thrown broadside to the fierce, breaking waves found under such conditions.

Riding out a gale at sea is easy and comfortable, as we found out with *Waikiki Surf* in 1955. No catamarans so far have been exposed to the awesome fury of a full hurricane at sea. I suggest that when that day arrives, adhering to the following procedures may help to insure the enjoyment of many more years of pleasant sailing.

Assume that the cat is down to bare poles, scudding dead downwind or broad off before gale-force winds. With stronger winds, trail all sheets, anchor rode, lines, etc., astern, "sending" sinkable objects along the larger ropes to weight the ends trailing astern. If the cat still seems to be on the verge of surfing the following seas, prevent this tendency (the waves by this time are too big, steep, and breaking like waterfalls) by dragging large and heavy objects which cannot float astern. Next, plug the cockpit and fill it with sea water! The last act of desperation is to chop down your mast and trail the entire mass aft as far as you can. Don't curse the cat at this point because, by this time, I doubt that most yachts of any type would have better than a 50-50 chance of survival at best! Take heart; remember that your catamaran cannot sink!

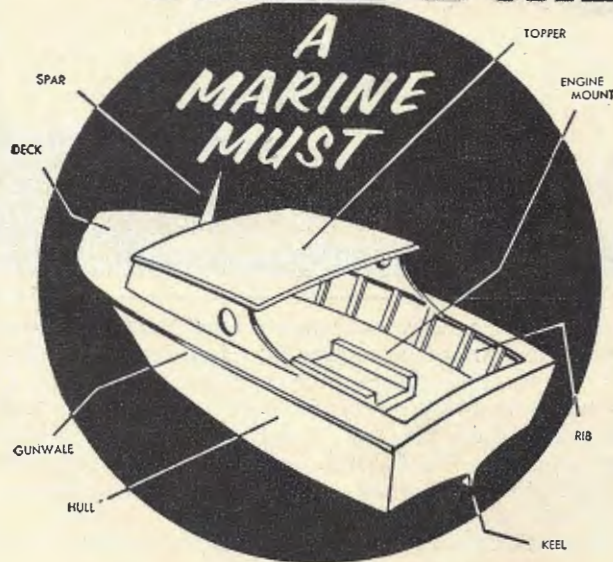
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accommodations were not important until relatively recent times. There were two reasons for this attitude: (1) *Manu Kai* and the other beach catamarans in Hawaii were designed primarily for speed and for taking tourists for short, fast rides outside the reef; and (2) the ocean is refreshing around the Islands, and short exposure does not bring discomfort. But for ocean racing, the need for accommodations became apparent.

Waikiki Surf was the first seagoing catamaran in history with even a hint of proper accommodations. She proved the feasibility of the type for ocean racing, but her living space was little more than an afterthought. The long crossing to California and the return trip to Hawaii with a green crew revealed several limitations, especially in accommodations. Time brought a broader vision and perspective, and *Aikane* gave me the opportunity to try out some ideas.

It was apparent that the proper approach was to effectively utilize the great area provided by the wing-bridge connecting the two hulls. In all catamarans up to 45 feet l.o.a., the hulls are relatively narrow in comparison to the space available between the lower and upper decks of the wing-bridge, and on the upper deck. In these smaller cats, although full headroom is attainable in each hull, the beam of less than four feet at the sheer provides space suited for storage, a head, passage fore and aft, sail lockers, and an auxiliary power unit of moderate dimensions. It is only catamarans over 50 feet that, all at once, provide more living space than equivalent conventional yachts. Then each hull has respectable beam, and the two hulls, plus all the bonus space of the wing-bridge, offer exciting possibilities.

Efficient use of the wing-bridge area is limited by two important considerations: potential weakening of the primary torsion box, and loss of aesthetic appeal. If too much space is cut out of the area between the primary bulkheads without engineering compensation, some of the primary strength integrity is seriously affected. If too high or square

a cabin is erected on the upper deck, this affects harmony, symmetry, and grace, not to mention windage. It is difficult to provide headroom, accommodations, and comfort without paying some penalty. If the wing-bridge could be lower to the ocean, this problem would be eliminated, but too many twin-hulled craft boast of their accommodations but are unsafe and unseaworthy because of insufficient wing clearance above the waves. Since strength and seaworthiness must always take precedence over appearance, the best compromise is to provide as much safe accommodations as possible without totally assaulting the graces.

In *Aikane*, we achieved moderate success by using the bottom of the wing-bridge as the cabin sole. Stepping down from the upper deck, the galley is to port, with sink, alcohol stove, shelves, and drawers. To starboard, there is a 3' x 3½' table for the navigator. Below this are shelves and drawers for charts and navigational equipment, and space for the radio telephone and receiver. Forward of this compartment, and separated from it by a primary bulkhead, is the main cabin, furnished with two 7' x 2½' settee bunks. Directly below the main cabin bunks, on the bottom deck of the wing-bridge, are two more matching bunks which are accessible only through deck hatches amidships on each side. This arrangement provides a main cabin on deck and two private staterooms below with 7' headrooms. Located in the port after hull are the head, wash basin, and linen lockers; to starboard are the generator, batteries, and ground tackle.

Aikane is just a start in the right direction in providing accommodations. Major improvements can be made. Intriguing variations are possible. The imagination grapples with: a single large area 16 feet wide by 27 feet long aboard a 46-foot catamaran, which can be well ventilated, well lighted, dry, and comfortable. Below is ample space whenever large dimensions are not required. In short, living at sea is on deck, although completely sheltered from the elements.



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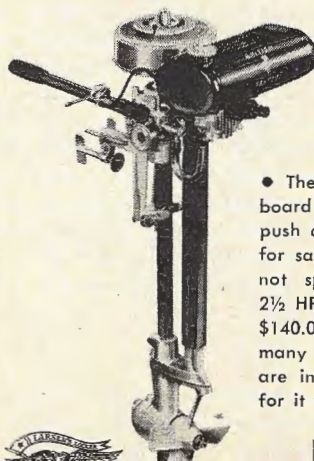


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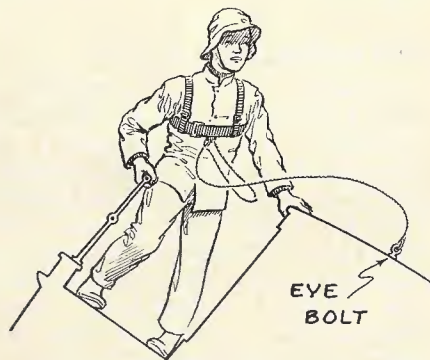
(Continued from page 78)

weather until a simple solution was devised. Copper mosquito screening in a wooden frame was attached by wing nuts to the front of the pilothouse an inch away from the glass. Not once was the glass behind this screen broken (until the unfortunate day when the whole pilothouse was crushed by a sea falling on it). The screen apparently took all the whip out of the impact by dividing the water into small parts and slowing their velocity before they reached the glass. This is a simple attachment to have on hand for the "bay windows" of any power cruiser.

Another important detail is to have accessible bilges, with big enough traps in the floorboards to bail with buckets if necessary. Of course, whatever the power pumping equipment, there should be a good big hand bilge pump to use anywhere below. The discharge hose should be long enough to lead overboard. Bailing with buckets may be a last recourse but cannot be accomplished unless the buckets are available and can be dipped where the water is.

There are a number of items of equipment which should not be overlooked. Most important are safety belts equipped with lanyards and snap hooks. Every man on deck, in the conditions we are talking about, should be wearing a life preserver and a safety belt with a line

snapped to an eye bolt or other fixture. A man overboard in a life preserver may not sink, but the conditions may not permit maneuvering to pick him up without possible loss of the vessel; thus a man should be attached so that he can be hauled back aboard. There should be enough eye bolts everywhere. They also



Important are safety belts equipped with lanyards and snap hooks

serve the purpose of having something to which to lash gear. Loose gear in the cockpit or on deck is a menace. Few power cruisers carry enough pieces of line of suitable sizes to take care of all the securing that must be done to keep gear from going adrift.

Several flashlights (stowed in handy pockets) are a must, as well as at least one battery-powered signal lamp. Or-

dinary precautions dictate a water light attached to a ring buoy, and an adequate first aid kit stowed handy.

Unless a regular radar reflector is carried at the top of the signal mast it is extremely difficult for a radar-equipped ship or plane to pick up a small wooden vessel. There are times in fog, particularly in shipping lanes, when it is a comfort to the skipper to know that he can be spotted by the radar of a larger ship. If disabled offshore, a call for help to the Coast Guard will initiate an air search. If the position given is not accurate or if visibility is limited, a radar target is essential to a contact by the searcher. Heavy duty aluminum foil, such as is used in the kitchen, affords an efficient emergency radar target. A full roll should be carried aboard. When needed, the more used the better the target. Attach it to the top of the deckhouse and exposed decks with tacks, glue or what-have-you. If possible, a length of it should be streamed from the top of the signal mast as well. Doubled thicknesses several feet long, the doubling nailed between two pieces of wood, can be streamed from the masthead on a flag halyard. It will last a surprising length of time.

Every thoughtful skipper will carry a waterproof case of flares for visual identification of his plight.

A craft the size of *Hope* should carry a heavy towing hawser at least 30 fathoms in length, as a rescuing vessel

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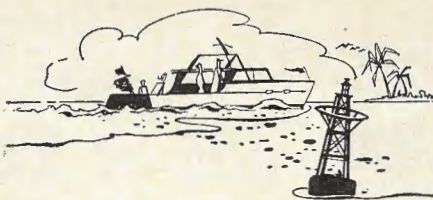
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might not have a hawser long enough to tow safely in a rough sea. The particular use of a hawser, however, is for dragging astern when running before a following sea. The two ends are secured to the bitts on the quarters, thus providing a bight which will stream about 90 feet astern. This exerts a drag that helps hold the stern to the sea as well as smooths somewhat the crests of following waves. The larger the diameter of the hawser the more effective its work. Furthermore, it provides a practical means of keeping an oil bag astern, which really does smooth breaking crests.

For an oil bag use the strongest thing available, filled with two or three pounds of cotton waste or rags. A burlap potato bag is good, but even a pillow-case will work. When it is to be used, pour a quart of lube oil over the waste and tie the open end tightly, closely to the waste. Secure to the neck of the bag a light line with a loop around one leg of the hawser being towed. Then pay out the light line until the bag is towing at what appears, through trial and error, to be the most effective distance astern.

If the bag is to be used while drifting, attach the light line and the bag to a ring buoy or life preserver and stream it over the windward side. The vessel, offering more windage than the bag with its flotation will be carried faster to



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the bag is being propelled to windward against sea and wind, which of course is not so, but it does get the oil off to windward where it will do the most good. An oil bag is a practical necessity. An alternate method is to pour oil in the toilets and pump it overboard, but this does not always place the oil where it is needed.

A Word About Sea Anchors

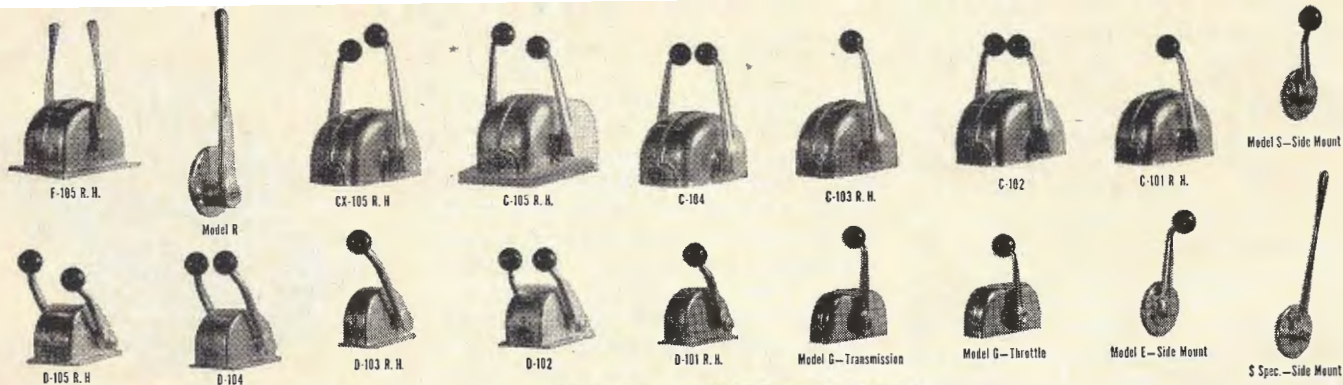
In theory, a sea anchor will hold the bow of a drifting vessel into the wind and sea. In practice I have yet to see one serve this purpose. I doubt whether a yacht the size and form of *Hope* could carry one large enough to work. The sub chasers of World War I were furnished with a sea anchor six feet in diameter and about ten feet long. I tried this contraption on two occasions and came to the conclusion that it would be just as effective to hang my rubber boot over the bow on a piece of codline. A shoal draft hull with superstructure is almost impossible to hold bow-to-sea except under power. The only time I know of a sea anchor working successfully was when Weston Martyr had to live out a northeast gale while crossing the Bay of Fundy. He was in a 40 foot, deep-draft schooner. He was able to stream a sea anchor, but it would not hold the bow steady to the seas until he had shifted forward a couple of tons of

lay like a duck. This is not a solution for a power cruiser.

Perhaps the most effective contribution to safety aboard a power cruiser is a good ship-to-shore radiotelephone. It usually brings reports of bad weather in time for such a craft to reach shelter or take other precautionary measures before the sea gets too rough. The International Distress Frequency is guarded 24 hours a day by the Air Sea Rescue Service of the Coast Guard. The modern ship-to-shore equipment is reliable and effective to the extent that the ship's batteries are sufficiently charged. This should be a routine procedure on any cruising boat. A far-sighted skipper carries a fully-charged standby battery to be used only in case of communication emergency. The new Federal Communications Commission ruling now outlaws all marine radiotelephone sets which have less than 25 watts output. It also requires that all crystal sets have one channel equipped for the International Distress frequency.

Fire

Unfortunately, fire at sea seems more apt to occur in bad weather than in good. The safest protection is a fully automatic carbon dioxide system that will smother a fire before it can spread. This type of built-in installation radically reduces the insurance rate as well as contributing to peace of mind concern-



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sea in small craft. In addition to the system installed in engine and tank spaces, however, every cruiser should carry two or three hand extinguishers for the small fires which may occur in the galley, or in a bunk from a careless cigarette—not enough of a fire to touch off the system. The best for this purpose are the CO₂ (carbon dioxide) or foam hand extinguishers available in various sizes. Beware of extinguishers containing carbon tetrachloride* which, vaporized, produces lethal phosgene gas. Inhaled while fighting a fire, this gas may cause quick pneumonia which can result in death in 24 hours. In the service I have seen two men die from this.

The Tender

Mention should be made of what to do about the tender in a bad sea. If it is lashed bottom up on deck be sure the lashings are secure and let it alone. If it is being towed it will probably fill and part the painter, otherwise it should be cut adrift. If a towed tender is the non-sinkable variety with built in flotation, it will serve, when full of water, as a useful drag if towed far enough astern. Two painters should be attached to different fittings. If one parts, the other may hold. As a tender will surge up on the towing vessel, it should be towed at least 75 to 100 feet astern.** Any

equipment carried in a tender should be lashed.

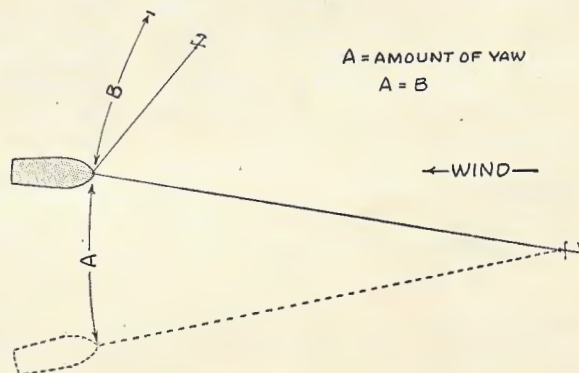
The average tender is not in any sense a lifeboat and should not be counted on for abandoning ship in bad weather. For this purpose an inflatable life raft of appropriate size is the practical answer. Before inflating, it must be attached by a painter, otherwise it will blow away before it can be used. To my knowledge this has twice happened and in one instance would have cost the lives of the crew of a yacht had the men not been taken off in time.

When You Come to Anchor

Let us now assume that *Hope* has survived a beating and has found a lee in which to anchor. The wind is high and

may be going higher, but there are no longer the seas to contend with. Do not anchor until all the gear is ready to let go—two anchors overboard, hanging below the forefoot, with both rodes cleared to run free when let go. Select a spot to anchor where the yacht will swing clear if the wind shifts 90 degrees to 180 degrees as the disturbance moves off. Most power cruisers at anchor in a breeze take long yaws first to one side then to other, the more scope the longer the yaws. To prevent this, as is often necessary in a crowded anchorage, it may be desirable to anchor by the stern, in which case the yacht will tail to the wind without yawing much if any. Another way to prevent yawing is by what is called a "hammerlock moor."*** It has

A diagrammatic explanation of the "hammerlock moor"



*Carbon tetrachloride extinguishers are being removed from Coast Guard approved lists as of Jan. 1, 1960.

**See *Gadgets & Gilhickies, YACHTING* for August, 1945, page 72, for a well proven way to tow a dinghy in a following sea.

***See "A Hammerlock for Yachts" by Capt. H. R. Prince, *USN, YACHTING* for July, 1956.

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worked for naval vessels in hurricanes, for big merchant ships, and, when understood, has been used successfully for power cruisers the size of *Hope*.

To "hammerlock moor," first let go the heaviest anchor. Give it as much scope as necessary to prevent dragging. Then watch the traverse of the yaws for a few minutes. The traverse may be a hundred feet or more depending on the amount of scope required to hold on one anchor. When it has been determined what point is the furthest range of the traverse, push the boat under power another hundred feet in that direction. There drop the second anchor. As the boat starts her yaw in the other direction, the second anchor will lead about 45 degrees off the bow and will check the yaw. This second anchor need have only enough scope to check the yaw. It will stay put until the wind shifts, then drag with the shift, but at all times it will serve to hold the bow approximately to the wind with a minimum of yawing. You should be able to estimate from weather reports and observation in which direction the wind will shift so that the yaw chosen for putting down the second anchor will place this anchor on the windward side. Eventually the second anchor will drag through a wide arc, but it is the first anchor that is doing all the work of holding, hence the necessity for enough scope.

To conclude, in stormy weather a vessel should if possible be held end to the seas. Pushing a yacht to windward into heavy seas is punishment that can quickly open forward seams as well as damage the superstructure. Running safely depends on holding the stern to the seas by skillful steering and throttle handling abetted by a drag.

A very old and wise sea captain once epitomized what this article is all about: "If you are going to sea, and going in safety, you've got to be particular."

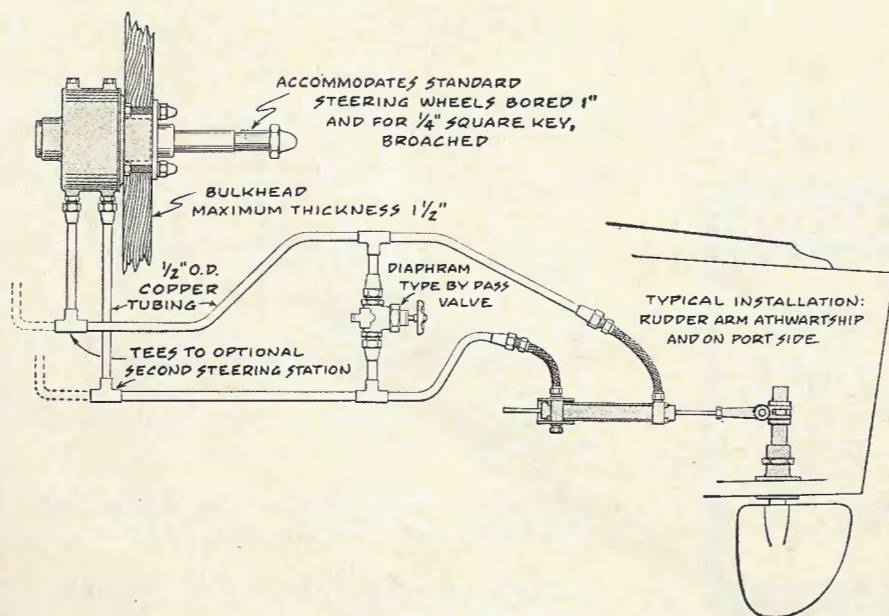


Fig. 12

STEERING GEARS

(Continued from page 118)

about mechanical steering systems. In the last 10 years the hydraulic steerer has come into being and proved successful. A hydraulic unit employs a worm on the steering shaft which gives it all the features of a non-reversing system including power, ease and smoothness of operation. In this type of steerer a helm unit (Fig. 10) is mounted at the steering station and connected, by two lengths of copper tubing, to a slave unit (Fig. 11) mounted near the rudder.

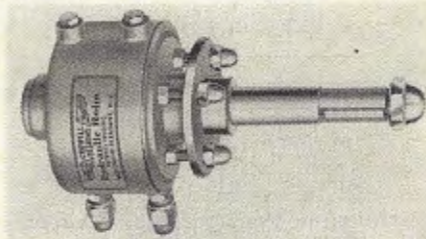


Fig. 10

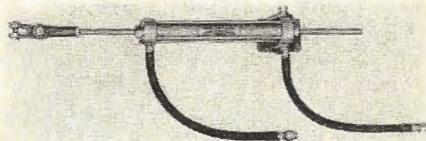
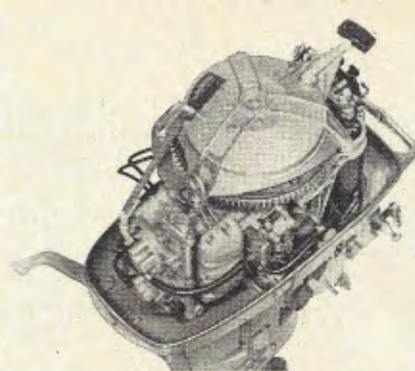


Fig. 11

As the wheel is turned, the worm moves a piston inside the helm unit, either forward or aft, displacing oil to the slave. The oil entering one side of the slave cylinder forces the slave piston to move and the oil displaced from the slave returns to the helm unit. In actual operation, with the system full of oil, this is all completed instantaneously.

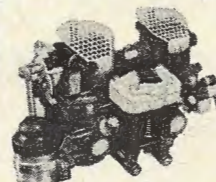
It is a simple system, easily installed, and any number of steering stations may be set up to run one slave. (Fig. 12) This permits a flying bridge to be in-



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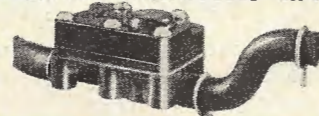
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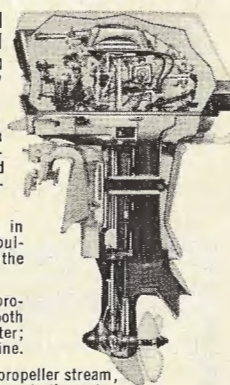
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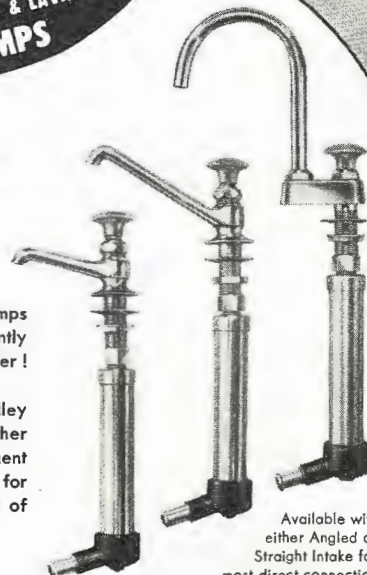


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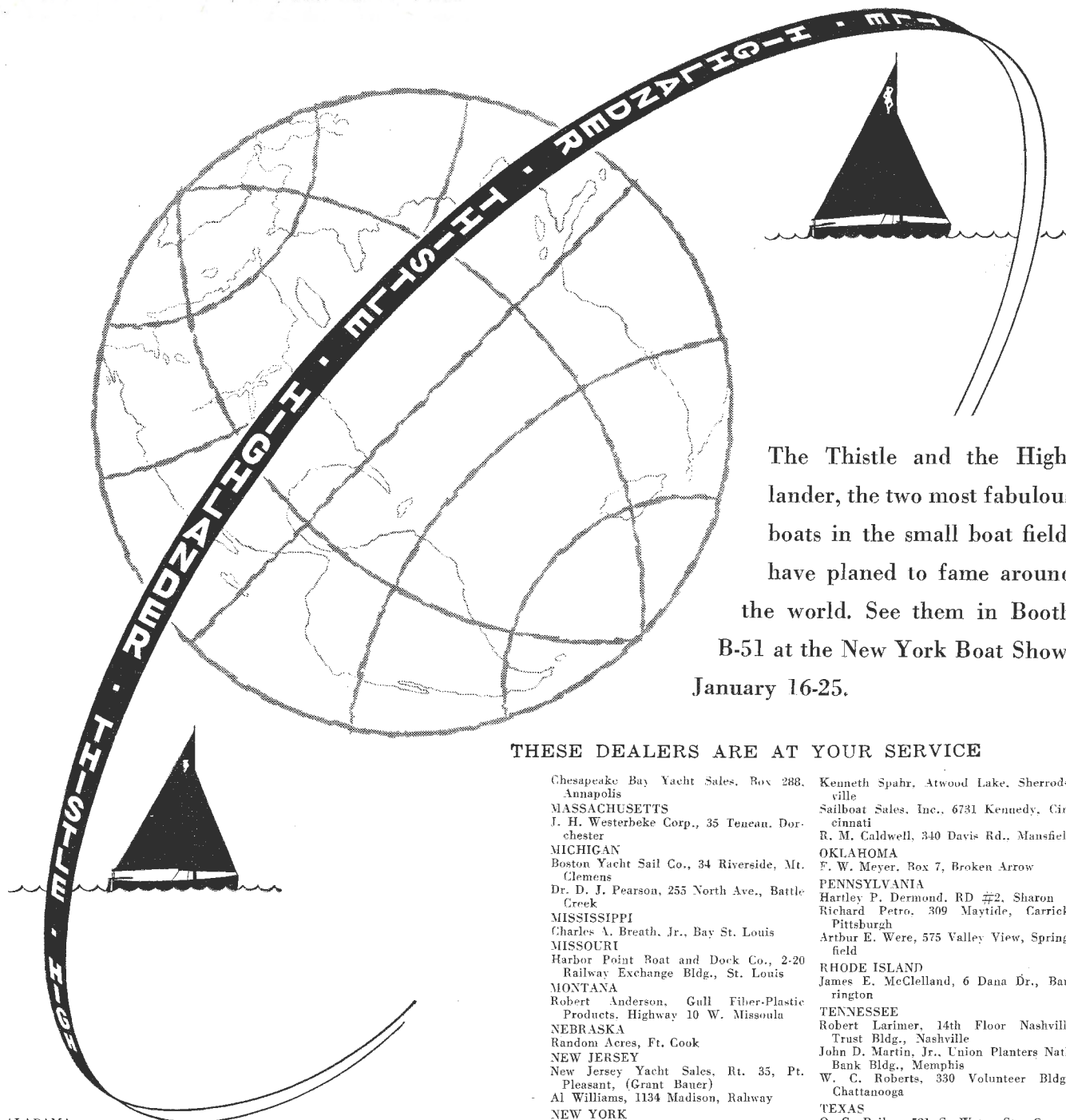
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stained with only two lengths of copper tubing running up through the deckhouse. It is also possible to put a helm unit and the automatic pilot, with all its gear, in the engine room and connect the pilot directly to this helm unit, eliminating chain and sprockets at one of the regular steering stations. Care must be used in installing a hydraulic steerer to insure that the inside of the system, which is precision machined, is kept absolutely free of all dirt, metal fillings or other foreign matter. It is equally important that this system be bled of all air—a small pocket of air will give considerable play to the wheel. The hydraulic system is excellent for single station steering, and for multiple stations there are few, if any, systems which can match its neat and easy installation since its only connections are two lines of tubing.

The steering gear on your boat is a most important item. Check at the end of every season and, if there are any questionable parts replace them. If it is not operating smoothly and easily, find out why and make sure the troubles are corrected. If the system does not handle the boat properly, seek the advice of a competent naval architect or steering gear manufacturer as to the type and size gear that you should have for your particular boat. Once this is determined, buy the gear and make sure it is properly installed.

NEW BOAT!

(Continued from page 75)

there was a little matter of scouting around for some wire—fortunately, the wiper came with a switch.

The "hour or two" estimate for time needed to get ready was beginning to stretch. I am, by nature, extra fussy about electricity, so I went over the whole system. I found a wire on the generator slightly twisted so that some strain was being placed on the terminal lug. This was corrected because it might eventually have resulted in breakage. The fuses for the electrical system turned out to be behind a panel in the control trunk, which was logical and handy. Except for one thing, that is: to get behind this panel it was necessary to remove a full dozen of 1½" screws. These I replaced with hinges and a simple door catch, since I am allergic to extra work, and screwing back that many screws seemed to fall into the "extra-work" category.

There is nothing messier than a neglected engine, and the time to commence tending it is before it starts going to pot. Cleaning off the dust helped me discover a loose pipe which had gone unnoticed, remove dirt from the distributor and coil which might cause short circuits, and locate all of the grease and oil cups that would need attention later.

When I had volunteered to clean out the bilge, I had no idea of the amount

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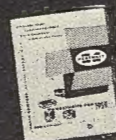
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Hood Canal is a misnamed long, narrow inlet into the heavily-timbered eastern side of the Olympic peninsula. Here, the state clutched a spot on one of the few good bays, tiny Pleasant Harbor, and established an overnight stopping place by use of tideland rights and a very small piece of shore property. But fresh water is available—and for the boat passenger who's sick of anything to do with water. U.S. Highway 101

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running within a few yards, offers an opportunity to catch a bus.

Few moorages are near cities, but an exception is Illahee, on Sinclair Inlet (near Bremerton and an easy afternoon's run from Seattle's Crittenden ship locks.) This moorage, first established by the state, is a bit rough but will do on a calm night.

On Maury Island, some 20 miles south of Seattle, King County's parks commission has established a park at Dockton; and long floats—for swimmers, primarily—also give shore access from protected Quartermaster Harbor. The state has buoys and primitive park facilities on both Raft Island and Penrose Point, in Carr Inlet; but the prize at the southern extremity of Puget Sound is Gerald Cove, a nice L-shaped Bay. Here the state started with a float and a few buoys, as elsewhere, but hit the park-planners' jackpot when an adjoining 40-acre farm became available at reasonable cost. Camping facilities already are operating, and expansion of the park far beyond original plans now appears probable.

Washington has the same legal yachting problems as other states. Attempts to over-tax or over-regulate pleasure boats are recurrent and require biennial attention in the legislature from squads of fire-fighting boat owners. Much of the effort of the Inter-Club Association, representing most yacht organizations, is necessarily devoted to

legislative work, but the organization has distinguished itself by positive, as well as defensive, actions. One such move, in 1949, resulted in the enabling act for the state boat parks. (Another, this year, finally succeeded in getting a flat exemption from state taxes for gasoline put into boat tanks, thus eliminating a cumbersome old system of re-funds.)

In both cases, the association made full use of the frequently-neglected fact that state government officials often are boat-owners, too. Lyle Iversen, who was then assistant state attorney-general and an officer in the Olympic YC, assisted State Representative Robert M. Ford (a boat owner from boat-conscious Bremerton) in drawing the 1949 mooring legislation. Several other yachtsmen in the legislature were alerted, and the bill passed without serious opposition. Perhaps one reason for the lack of county complaints was that no immediate appropriation was included.

The State Parks and Recreation Commission then proceeded to develop the Illahee mooring at the cost of a few hundred dollars from its general operating fund, just to get something in being under the new program.

Subsequently, orderly planning was recognized as a necessity. A committee consisting of Frank Morris, author of cruising books and marine insurance executive; the late Donald Hessler, a Coast Guard commander; and Dr. John

C. Sherman, head of the University of Washington geography department, proceeded with an exhaustive survey of possible boating, park locations, considering water depths; protection from storms; necessary expense; attitudes of close neighbors (very important); accessibility by water and by land; problems of upkeep; usefulness on predictable pleasure cruises. Their recommendations included more than two dozen major installations designed, in Morris' words, "to satisfy the needs of boating enthusiasts in the foreseeable future."

So far, the results have been extremely satisfactory. Although the parks commission never has had more than \$15,000 a year in direct appropriations for boating facilities, the named parks all are in operation and in good shape. Eighty acres of land were acquired on Stuart, in addition to the 40 on Hartstene and smaller blocks elsewhere. The commission shops have developed prefabrication for park stoves, barrel-sized concrete mooring buoy anchor blocks, and fiberglass supports for floating docks. Another major problem (distinct from mooring) has been partially solved in connection with launching ramps for outboards. There is a constantly-rising demand for these, which represent a difficult and expensive construction job when the concrete is poured on-site in salt water. But Chester Miller, construction superintendent, designed some four-by-ten-foot reinforced concrete sections

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which could be poured in the commission shops during odd hours, transported to the launching-ramp site, and quickly bolted together. These are less than half as expensive as other construction, and their design (with slots left between the four-foot widths) permits free flow of water over and under, and prevents under-concrete washouts. Dozens are now in use on rivers, lakes and the Sound.

Problems in the park program so far have not been insurmountable. At first, the commission was besieged by several owners of undesirable waterfront who thought they saw an opportunity to sell to the state their real estate cats-and-dogs, almost invariably on the most exposed and unsuitable water anywhere around. But the Morris committee's master plan has stopped most of this. Other property owners have been very cooperative.

There has been some resistance from waterfront home owners in fairly heavily-populated bays. Hopes for yachting parks on a couple of these have been abandoned for this reason: the residents threatened everything up to shotgun tactics. The commission has resisted suggestions for parks near cities, and so far has made no attempt to provide food, fuel or similar services in any of the parks. (These are available at sufficient commercial docks.) This past year,

not plan to spend the summer: a 36-hour limit has been placed on the stay of any vessel in any one facility.

Upkeep hasn't been much problem. Local residents are glad to have part-time jobs as caretakers in most areas; and at uninhabited Sucia the commission hired a man who owns a boat and lives on it in Fossil Bay.

Expansion of the system appears definitely in the cards. The Inter-Club Assn., to forestall private purchases, recently contracted to buy all of Sucia (which has two other good bays besides Fossil) and both association members and park executives expect that this eventually will be turned over to the state, in order to relieve yacht groups of responsibilities and upkeep. Commissioners hope to acquire two or three other locations in the south end of the Sound, and at least one more mooring to break the 52-mile run between Seattle and Cornet Bay.

One yacht club officer said recently, "The state of Washington acted barely in time. If we'd started this 20 or 30 years ago, there would have been no problem. As it is, we have to be satisfied with smaller parks than we'd like and must pass up some spots entirely because of prior development or excessive costs. But we've saved some of the most important and will have others before we're finished. I think it's important that this be done quietly, so as

ing people—and done with very modest budgets. It can be done that way, and has been.

"It's interesting to me that other states are inquiring about what has been done here, apparently wondering if they can do it themselves before they've waited too long. Most satisfactory to us is the fact that the Province of British Columbia also is interested. They're in the ideal position of still having literally hundreds of locations, mostly surrounded by crown lands, so they can put in almost as many parks as they like, at only slight cost. I think they're going ahead with a program which will be of value to everyone on the west coast."

In the Washington state program, there's just one big hole; and perhaps that's predictable to anyone who believes that the ridiculous just has to go along with the sublime: The park commission has worked for six years, has built moorages, made surveys, invented equipment for boating parks, squeezed out money and time for boatmen, planned for a boating future—but the commission doesn't even own a boat!



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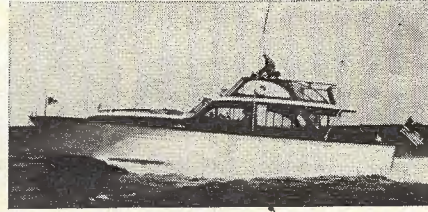
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WITH THE RACING CLASSES

5.5-Meter racing for the Prince of Wales and Trimmingham Cups at Hamilton, Bermuda will start Sunday, May 3. The date is later than usual in an attempt to get conditions more like those expected at Naples in the 1960 Olympics.

Cape Cod Mercury Assn. was formed in September with 42 members registered. Fleet, district and national championships are scheduled for 1959 with the Goodwin Trophy going to the class champion. The McMichael Trophy will go to Horseshoe Harbor YC's Mercury races at Larchmont, N.Y. Edwin C. Hoffman, 184 Hickory Grove Drive, Larchmont, N.Y. and Knight Edwards, 15 Westminster St., Providence, R.I. were instrumental in setting up the organization. They are district chairmen, along with Albert Pratt, 24 Federal St., Boston, Mass.; Charles P. Bowen, Jr., Cedarwood Drive, Greenwich, Conn. and William E. Kaiser, 1955 St. Clair, Ave. E., Liverpool, O.

Y-Flyer nationals will be held at Atlanta, Ga., in 1959. U.S. Officers are: Richardson M. Hanckel, Charleston, S.C. pres.; Britt Pendergast, Atlanta, exec. vice pres.; Saul Krawchek, Charleston, Frank Brady, Houston, Ray Blesh, Wadsworth, Ohio and James Burroughs, Flint, Mich. vice presidents; Dave Blackshear, Atlanta, treas.; Louis Stender, 9 Charles-

been granted at Gulfport, Fla., Columbia, S.C. and Elkhart, Ind.

Raven annual meeting will be at the New York YC, 6 p.m. Jan. 23, followed by the annual banquet.

Comet 1957 class champion Rodger Low has sold the venerable and famous *Tym-Fly*, No. 2165, to Dutch Heinel, Jr. of Red Dragon CC, Edgewater Park, N.J., returning the boat with the longest record of success in the class to her original home club (when owned by Jim Merrill). New fleets have been chartered in Baton Rouge, La. extending the class into a new area of the country and at York, Pa. on the Susquehanna River. The new corresponding secretary of the class is Mrs. Mary A. Gavin, 18 Sudbrook Lane, Pikesville 8, Md. Date of the annual meeting is Jan. 24 in New York.

Snipe sixth annual Halloween Regatta drew 51 boats to Atlanta (Ga.) YC Nov. 1-2 for three races on Lake Allatoona. Martha Hanson, 19-year-old Lake Chautauqua, N.Y., skipper in her first major regatta was the winner with a 2-2-5 finish, followed by two-times defending champ Frank Seavy, Clearwater, Fla., Red Garfield, New York, Alan Levinson, Indianapolis, Derek Peters and Harold Gilreath, Atlanta, Carl Zimmerman, Akron, O., Carlos Bosch, Santiago de Cuba and Eddie Williams, Kansas City.

Thistle officers have been elected for 1959. Doug Westin of Sayville, L.I., long one of the most active promoters of the class, skipper of *Old Smuggler*, is president, with a staff as follows: Ev Harrell, Cincinnati, vice pres.; Frank Allcorn, Atlanta, Ga., "Bagpipe" editor and second vice pres.; Polye Norton, Atlanta, sec.-treas.; George Devlin, Grosse Ile, Mich., meas.; Will Frissell, Cleveland, O., comm.; Bill Ballanger, Hawaii, vice comm.; Bill Mangold, St. Petersburg, rear comm. Mid-Winters are at St. Pete Jan. 29-31. annual meet-

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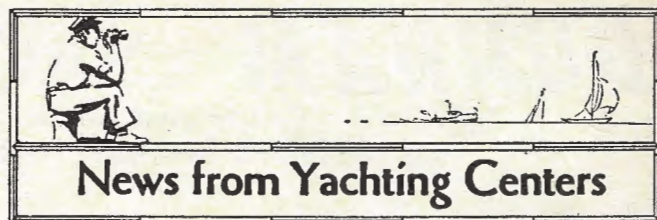
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PACIFIC NORTHWEST CAT'S-PAWS

By Ray Krantz

► C. A. "Bud" Newell of Seattle has sold his 32' *Halo*, and is building a new Ben Seaborn-designed sloop, 38' o.a., at the Monson Boat Co. The new boat will have a conventional sheer but the bow will be slightly shorter than a Seafair's and the stern a little longer. The measurements: 38' x 27' x 15'5" x 6'0"; displacement, 12,303 lb.; cast iron keel, 4,300 lb. Working sail: 639 ft. She will sleep six persons. The galley, with complete facilities, is a feature of the main cabin.

The Newell craft somewhat resembles another Seaborn design, *Coral Reef*, a 45' x 32' x 12' x 7'3" masthead sloop now under construction for Arthur Way of Vancouver, B.C., at the Vancouver Shipyards. Owner Way has progressed through a series of steps including racing limited hydros, power cruising and racing a cruising Eight-Meter, *Delphian*.

► Willard Rhodes of the Seattle YC is having his crew members build a new *Miss Thriftway* from Ted Jones' designs. The second *Miss Thriftway* was wrecked in the '58 Gold Cup at Seattle when she rammed a 40' Coast Guard boat after losing her rudder. The first *Miss Thriftway* was wrecked at the 1957 Ohio River Governor's Trophy race when she "stubbed her toe" in rough water and flipped. Driver Bill Muncey was hurt in both accidents, but is reported to be all set to go again.

► Twelve-Meters, yet? It is reported that Bill Stead, one of the nation's best unlimited drivers, will retire from unlimited racing with the end of the '58 season, and that if he races in the future it will be in 12-Meters. . . . But when the Allison and Rolls engines start howling in the spring, we'll bet Stead will be back, in *someone's* unlimited.

► Early in November, it was reported that Edgar Kaiser's top unlimited, *Hawaii Kai III*, was about to be purchased by either Bing Crosby's Minute Maid orange juice people, or the "Wildroot Charlie" folks of Buffalo, N. Y. We hate to see the *Kai* leave Seattle. Could this presage the ultimate end of Seattle supremacy in unlimited hydro racing?

► Doug Sherwood of the K-38 sloop *Rebel* won the first race in a new series for the C-Fever Trophy, a cup recently deeded to the Seattle YC by the sloop *Sea Fever's* three owners, Otis Lamson, Dr. Richard Philbrick and Ben Gardner. The race was sailed on Lake Washington Nov. 2; a single-hand race with only the skipper aboard each boat.

► Ed Bailey, prominent San Diego yachtsman, has donated a trophy in memory of the late Harold A. Jones of the Royal Vancouver YC, to be awarded annually to the winner of the PIYA semi-finals for the Mallory Cup. The 1958 winner was Randy Miller of Seattle's Corinthian YC. . . . To conform with the age split between the Mallory and Sears Cups, the Seattle YC has joined the Corinthian and Royal Victoria YCs in setting the junior member age limit at 18.

► The recent death of Latham L. Goble, prominent Seat-

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Length—42'0" Beam—12'6"
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NEW CATALOG NO. 3XA

Bryant's right-hand man in the ownership and operation of Bryant's Marina, Inc., at Seattle. A friendly fellow, Goble always was ready when sail and/or powerboat yachtsmen needed help for their races, etc. . . . We belatedly note the passing of George Spaulding on Sept. 11, 1958; he was one of the Corinthian YCs charter members.

► Blanchard Boat Co., Seattle, has started construction on a new 62'6" o.a. diesel yacht for Andrew Anderson, a retired Wyoming cattle rancher who now lives at La Jolla, Calif. The new craft, designed by William Garden, closely resembles Winslow Jones' 62' diesel yacht *Blue Heron*, launched by the Blanchard yard early in '58. The beam is 16'8", draft, 5'0". A supercharged Caterpillar diesel has been selected for power. . . . The same yard is building another Garden design, a 40' sloop for Stu. K. Babcock, a Southern California yachtsman. . . . A rugged "Pacific Northwest" type heavy diesel cruiser, 42' o.a., is being built by the Vic Franck Boat Co. from William Garden plans, for J. E. Vaux of Kirkland, Wash.

SAN FRANCISCO BAY NEWS

By Jan Mower

► Previewing the '59 YRA point race schedule: May 9-10, Vallejo; May 17, Hearst Regatta; May 24, Corinthian; June 21, Richmond-Berkeley; Aug. 16, San Francisco; Sept. 13, Golden Gate; Sept. 20, St. Francis. Alton Lee heads the YRA as new chairman with Bill Fisher, sec., Ralph Call, treas., and Don Seaton, recorder.

► First Corinthian Mid-Winter race drew 108 skippers, sturdy winds and clear skies. Clem McKaig's new 40' Concordia yawl *La Reve* won her first race by 10½ min. corrected time over *Aurora*, Bounty II Class, in the Cruising Club Div. Other winners: Div. 9—*Lady Carol*; Div. 11—*Peer Gynt*; Div. 14—*Atlanta*; Div. 15—*High Liner*; Div. 17—*Norvik*. One-Design: FOLKBOAT—*Hi Fi*; ACORN—*Hulakai*; JR. CLIPPER—*Helax II*; TI—*Niece*; BEAR—*Cinnamon*; MAYA—*Gambit*; HURRICANE—*Random*; FARALLON CLIPPER—*Hoyden II*; WINDWARD—*Westerly*; BUCCANEER—*Jolly Roger*; BIRD—*Skylark*; IC—*Icy Folly*; STAR—*Stardust*; GOLDEN GATE—*Ryot*.

► SYRA season standings gave first trophy to Mercury Div. winner Jim Enzensperger's *Frenzy*; 110 Class—Bill Moore's *Hot Breath*; Zephyr Class—Gordon Miller's *Zodiac*; Clipper Class—Yutaka Kuwatani's *Caprice*; BB-11 Class—R. G. Robers' *Honey Bee*; Dragons—Frank Mieszkowski and George Kozlowski's *Fricka*; Star Class—Pete Schoonmaker's *Music II*.

► A new battle urn, Phil Wallace Perpetual SYRA Trophy, rests at the Sausalito YC after a two out of three race win by skipper Jim Enzensperger and crew Rob Hobart in the Mercury *Frenzy*. Defender was Yutaka Kuwatani and his crew Pete Sutter sailing *Ar Go To* for Corinthian.

► Another new one-design class is organized. Eight Westerly Class boats will be launched by spring with three now sailing. These 20' o.a. Midget Ocean Racers measure a 18' waterline; 6'9" beam; 3'6" draft; have a cast iron fin keel; weight approx. 1000 lbs.; sleep four; and have a working sail area of 187.5 sq ft. Melton Ferris sailed *Roxana* in the '58 Div. 17 YRA races, finishing third over all. She appears to be a fast, dry, and easy-to-maneuver boat for the rough bay waters.

► Al Rembold piloted *Sharmel* over a 19.86 mi. course in the second Predicted Log Race to be overall and Class A winner. This Oct. 25 race had the Belden Gardner Perpetual Trophy up. Rembold's win takes it to the Pt. San Pablo YC for this year. Results: Class A—*Sharmel* 1st; L. C. McKissick's

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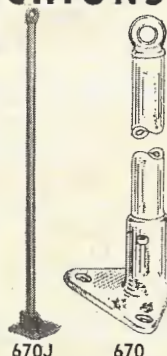
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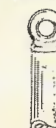
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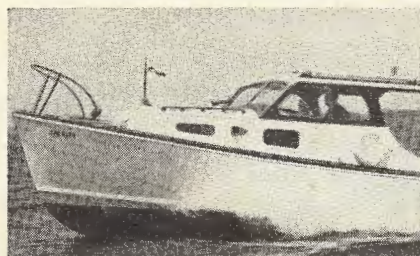


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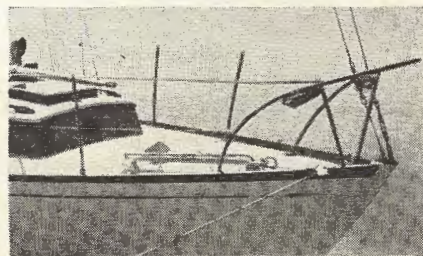
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Class B—Bart Carrick's *Barlu* 1st; Garth Chamblin's *Narcie* 2nd; and Milt Johnston's *Eunice II* 3rd.

► Small Craft Harbors Division launched their 22' Owens *Prober* on Nov. 23. To be used for exploratory work on inland and coastal waters, the craft will be seen moving along California roads on her trailer heading for her work of determining areas of feasibility for harbor development.

► SBRA's Ray Waterloo Trophy went to Bob Klein as outstanding yachtsman of the year. Always awarded by point system in the past, this year the trophy was awarded by popular vote of the SBRA members. No names were offered for the vote—and members were asked to give their recommendation by card. The person chosen must have established seamanship, sportsmanship and contributed to the overall good of the sport. Klein is past commodore of Lake Merritt SC and past chairman of SBRA. There was no doubt in the members' minds who qualified. Congratulations, Bob!

BRITISH COLUMBIA NEWS

By Don Tyrell

► George Fleming has been named commodore of the Royal Vancouver YC succeeding Elmer Palmer. Stan Davies was elected vice comm.; Fred Clendenning, rear comm.; Pat Leslie, fleet capt.; F. R. Halse, hon. sec.; Ced Dill, hon. treas.; Mike Lucas, hon. measurer; Art Jefferd, hon. hydrographer. On the executive committee are Bob Day, J. M. Kerr, E. J. Palmer, Dr. R. E. McKechnie, E. S. Earl and Norman Park.

Two long-time members were honored by the club by being made honorary life members. Veteran sailing skippers Jim Longley and Tom Ramsay joined the distinguished company who make up the club's roll of honorary life members.

► Joe Lawson, of West Vancouver's Capilano Power Squadron, placed second in the Canadian Power Squadron's annual competition for teaching aids. Joe spent many hours working on his display of knots and splices, model mooring docks and aids to navigation.

► Skippers who've cursed the debris in and around Vancouver Harbor were cheered to see one shipping firm fined \$75 in police court after lumber had been dumped into the harbor by men loading a ship.

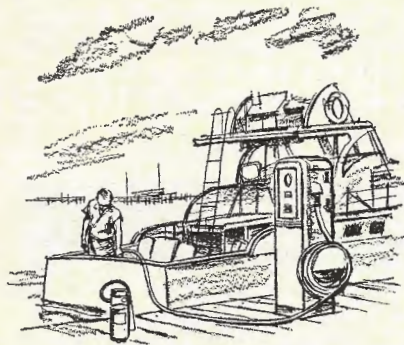
► The Federal government in Ottawa has given the go-ahead signal for improvements to the harbor at Gibsons on West Howe Sound. The work, set for completion in June, includes construction of a pile breakwater section and a seaplane float.

► A unique water ski boat for Ray McLellan of the International Water Sport Assn. has been built in Vancouver by Cedar Boat Works. The 17-footer of double-planked mahogany will be powered by 310-hp. Chevrolet Corvette. The boat was designed by Vancouver naval architect John Brandlmayr.

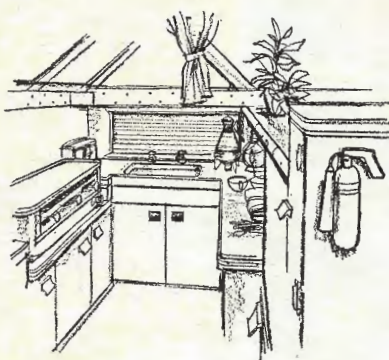
► A boost to small boat building was given in the Vancouver area by The Sun newspaper which ran an eight-article series on a 12-foot outboard designed especially for its readers. Roland Johnson and his brother Gil acted as guinea pigs and built the first.

They tried the Brandlmayr-designed boat out in both light and heavy weather and found that with an 18-hp. 1959 Johnson outboard she did about 20 m.p.h. with three aboard. Free plans and building instruction in the paper and the material price of about \$100 for an undecked

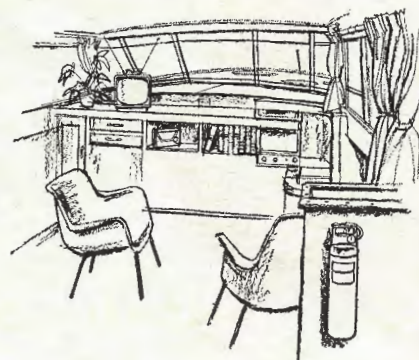
How to protect your boat against fire...



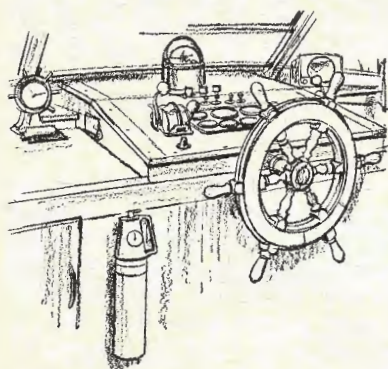
Dockside protection when fueling comes from Kidde's new 20-pound pressurized dry chemical extinguisher. Fastest, easiest-to-operate extinguisher made, this new Kidde model packs an extra fire-killing wallop.



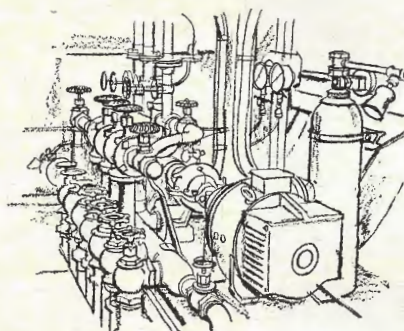
In the galley, a Kidde 2½ pound carbon dioxide extinguisher gives you safe, certain fire protection. Clean, efficient carbon dioxide will make short work of any blaze, leaves no mess after a fire. Won't even harm food!



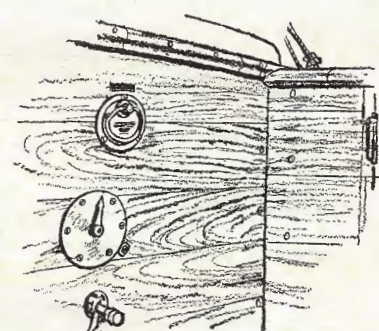
Interior protection in cabins is made to order for the new Kidde pressurized 2½ gallon anti-freeze extinguisher. Easy to operate, fast and sure, these Kidde units are easily pressurized from a service air line, need no annual recharge.



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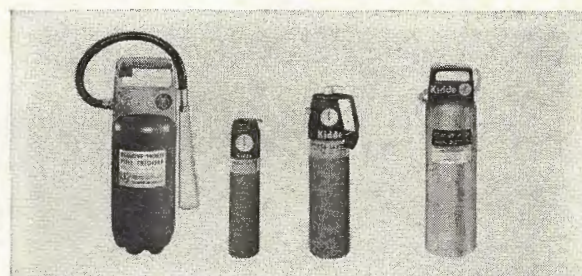
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FROM SAN DIEGO BAY

By Teddy Ackerman

► Two years ago when Dr. John Rumsey was Commodore of San Diego YC Club he and several of the ocean racing skippers, including Gene Trepte and Bob Hoover, organized an ocean racing association and Commodore Rumsey presented the group with a perpetual trophy, to be raced for in a seven race series with skippers counting five best out of their seven races.

The first year Ash Bown with his Owens cutter, *Carousel* was the winner and this year the *Carousel* again won. Ash chalked up the 120-mile Newport-Ensenada, Mexico, race early May; the Race around Todos Santos Island (off Ensenada), also 120 miles, for the Gould Trophy; the Los Coronados Island Overnight race for the Carey Trophy; the 161-mile San Clemente Island race and the combined three races to Mission Bay, Coronados Islands and return, all for the Dauchy Cup. Second in the Rumsey High Point Trophy scoring was another Owens cutter, *Seahopper*, Herbert Sinnhoffer. Third place went to the PCC *Mickey*, E. Garrick O'Bryan, Jr.

► In class racing the R. D. Israels won the Penguin class eliminations, the local winter series, the spring series, the race around Shelter Island and Mrs. Faith Israel won the Ladies Day race. . . . Phil Acker and Bill Schult shipped their 110s to Honolulu in late October for the small boat regatta and Phil came up with second place even though he lost his mast in one race. Comm. Ray Clever of Mission Bay YC also shipped over his 110 for the event.

► Southwestern YC, headed by Comm. Elliott Pohl, opened the new addition to the clubhouse the middle of November. They added on 5000 square feet, which more than doubles the size of the original building. SWYC has the most advantageous spot on San Diego Bay and is well protected from the prevailing wind. They have a large power boat fleet, a sailing fleet and classes of Lightnings, Blue Jays, Penguins and Sabots. In October they staged their first invitational Lightning regatta for the John Bate perpetual, which was won by Dave Wright in *Wright One* from Coronado YC, and also their first Team Race in the Penguin fleet for the John Bate Trophy which was won by the Coronado YC team headed by Charles Allen, Jr.

► Alonzo Jessop, long the outstanding yachtsman on the West Coast, has been awarded the Jim Webster Memorial Trophy for the outstanding yachtsman on the Pacific Coast.

SPEEDBOATING WEST

By Bob Ruskauff

► Racing, ski and other exhibitions and assorted stunts, along with "on the water" displays of merchandise helped make an outstanding first-time success of the Pacific Coast Boat Show, Oct. 30-Nov. 9, at Pierpont Landing, Long Beach. More than 100 exhibitors displayed wares, and sales were good. Presence of George Simon's Sahara Cup winner, *Miss U.S. I*, attended by crewman Marv Henrich, was a fillip for 71,581 spectators attending the co-promotion of Fred J. Taylor, Harry Louis, F. C. (Skip) Creger, et al.

Of the "added features," Number One was a 10-lap stock outboard marathon of something less than 50 miles presented on the final day by United Stock Runabout Assn. Choppy outer harbor waters brought a high mortality rate and but 17 of 52 entries finished. Johnny Cordes tooled a Larson hull powered with Mark 78 to Class H and over-all victory in 1:30:20. Boats in smaller classes were called at five laps. Among other winners were: Herb Roy, Fred Herlacher, Rodney (16) and Jack (14) Audiss (youngest competitors), Robert Davis, Jim McIlwain, Curley Harker, Bob Haiskett,



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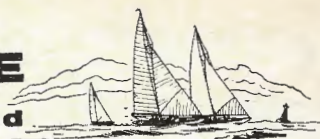
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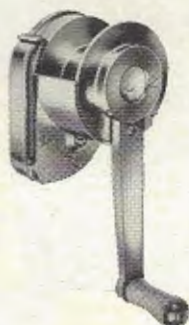
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► Marvin (Slim) Boettger will succeed Guy C. (Red) Wilson at helm of the inboard "club of champions," Southern California Speedboat Club. Other officers-elect: Kenneth Sprow, v.c.; Bob Rice, r.c.; Kenneth Ingram, treas.; Betty Rice, sec. For Los Angeles Speedboat Assn., Johnny Bauman, succeeds Bud Cowdery as commodore. Ed Wilson is v.c.; Angie Bauman, sec.-treas.; Dick Sherman, r.c.

► Kenneth Wade of Garden Grove, Cal. will supplant Manuel Carnakis of Bakersfield as Region 12 APBA Chairman for 1959. Carnakis was elected to the APBA Council (three-year term).

WEST COAST BUBBLES

By Don Wood

► One of the saddest tasks of the old year is to have report the recent passing of D. W. Walt Elliott. Though his sailing triumphs are widely known, it is Walt the man—the friend to all others who were interested in sailing—who will long be remembered. For many years the name of his California 32 sloop *Escapade* was consistently in the winners' columns. One of his outstanding wins was in the 1941 Transpacific Race, and he and his boat became almost synonymous with the Lipton Trophy because of their consistent victories. Few people gave so much back to the sport they loved. He was a Staff Commodore of both Los Angeles and Newport Harbor YCs, was a leader of both the Southern California YA and the YRU, and in 1957 headed the Pacific Coast YA.

► The one-design fall championships for the traditional Gold Cups at Newport Harbor YC coincided with some of the strongest and gustiest winds of the season, and the race committee that wasn't going to be accused of being soft just

tected" bay courses, gusts up above 40 m.p.h. gave everyone all they wanted and more. Two Star skippers, new International champion Bill Ficker in *Nhycusa* and Don Elder in *D'kn* were battling for top spot, on a down wind leg, when a gust hit and both lost their masts. Torn sails, swamped boats and a centerboard sheared off added to the confusion. The second day of the series, however, did bring bright sunshine and good sailing breezes.

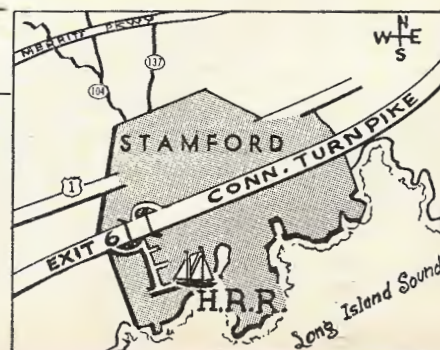
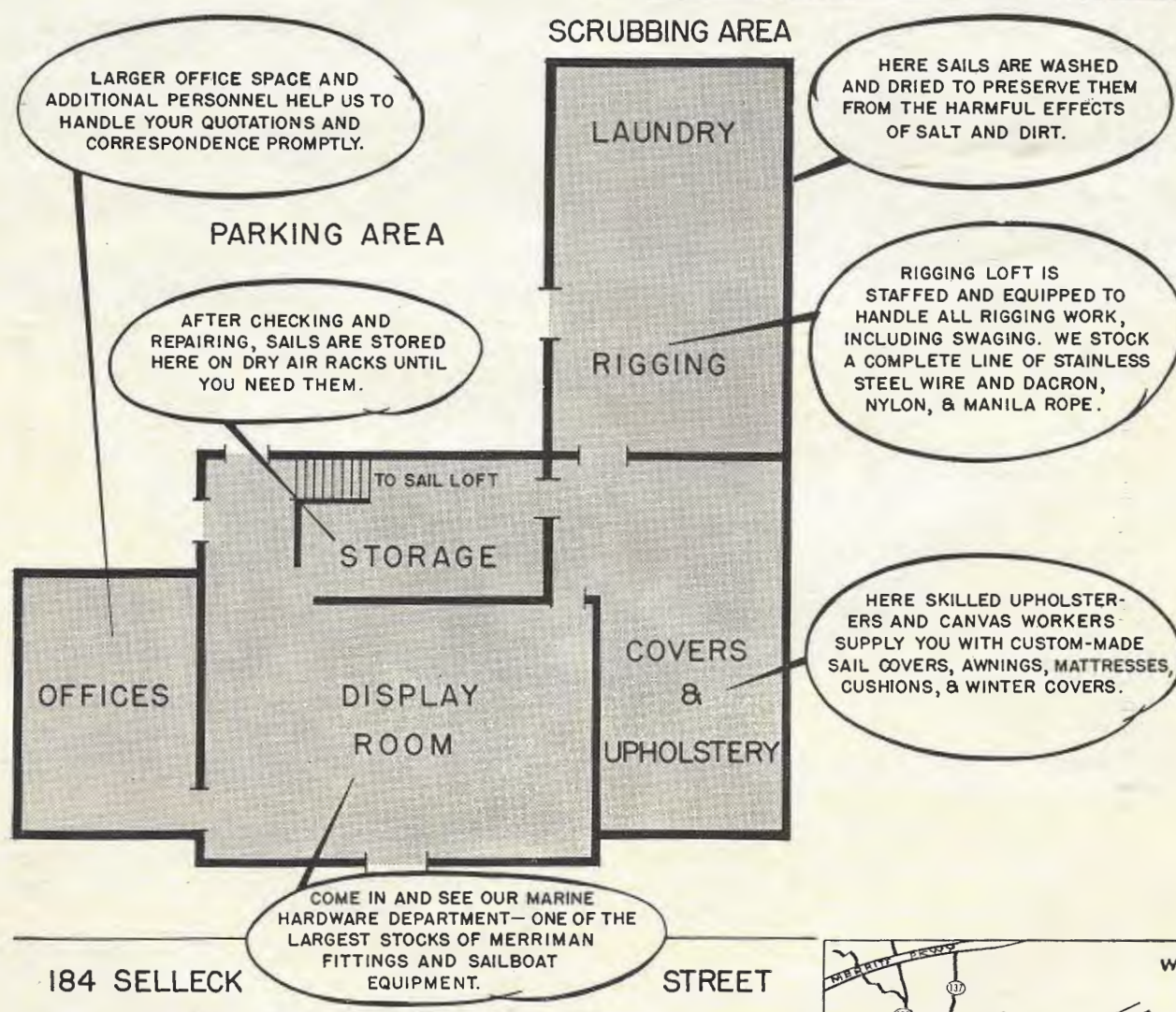
In the Stars Dick Hahn in *Menehune* won both of the races completed. In the 16 Rhodes 33s, Strat Enright in *Witch* won out over Converse Wurdeman in *Midship* and Jeff Farwell in *Dark Star II*. The Ocean Racers had their troubles with the first day's wind when only Warren Blinn's little *Dasher* was able to finish the course—which gave him an insurmountable lead. Other class winners: Albatross, *Picaro*, Keith Lumpkin; Luders 16, *Murmale*, Murray Roberts; PC, *Challenge*, Dick Deaver; K-38, *Valentine*, Peggy Slater; Thistle, *Wave Off*, Bill Bruck; Snowbird, *Cal's Gal*, Cal Preston; Lehman 10, *Nautilus*, Carolyn Newcomb; Sabot, *Blue Bird*, Chris Seaver; Lehman 12, *Thumper*, Bob Davis; Metcalf, *Nui Nui*, Dick Blatterman; Lido 14, *It's a Miracle*, Phelps Merickel; International 14, *Carousel*, Peter Gales.

► While other weekends had their breezes, the 14-mile bank race, held by Newport Ocean SA again was plagued by lack of wind on a beat to the offshore mark and back to the finish at the Balboa jetty. Ninety-one boats started in the combined Ocean Racing and Arbitrary Handicap groups, with eight Midget Ocean Racers added. The long course and light, fluky air proved to be too much for most of the fleet to cope with. A hardy few, and some without motors, stuck it out and, with a few hours of decent breeze on the way in, finished the 28-mile race shortly before midnight. First on corrected time was Irv Lauman's 38' sloop *Tantalus*. Following within the next two minutes were Earl Corkett's *Flying Cloud* and Joe Grant's *Sweep*. In the Arbitrary Handicap group only

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can in his Midget OR *Vaya* finished well ahead of some of the largest that stuck it out.

► The Armistice Day series at Balboa YC brought out 125 boats for a series sailed in rough seas but good breezes. Nineteen of the sporty little Sabots turned out, but Henry Schofield in *Chocolate Chip* took three straight firsts. The new Lido 14s, now out strong in every regatta, found Bill Campbell out in front most of the time in his *Tranquilizer*. In the Rhodes it was John Kewell in *Firefly* that won. Other class winners: Folk Boat, *Sobrite*, R. C. Sunderland; Luders 16, *Can't Wait*, Harold Orchard; Star, *Good Grief*, Tom Blackaller; PC, *Blue Chip*, John Biby; Lightning; *Tern*, Ted Staniec; Mercury, *Lauray*, Ray Roberts; Thistle, *Scuttlebutt*, Glenn Adams; International 14, *Pee Gee*, Pete Gantz; Metcalf, *Nui Nui*, Dick Blatterman; Snowbird, *Cal's Gal*, Cal Preston; Penguin, *Whim*, Jacob Markham; Lehman 10, *John's Bomb*, John deRosa; Sandpiper, Matt Hall.

HARD WATER RACING

By Jane W. Pegel

► After a mediocre season last winter, iceboaters throughout the northlands are looking for better ice and sailing this year.

Skippers in the East are making an effort to make a better showing in the intersectional regattas with Midwest sailors. Besides souping up their Skeeters, the Easterners are finding increased interest in the semi-one-design Yankee Class whose two-man cockpit makes it a better day sailer than the red hot racing class "E" Skeeter. These Yankees also qualify as Skeeters and can sail in their regattas. The small one-design DN 60 is also catching on along the coast. This is an easily transported, inexpensive boat that can provide excellent

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► The new tollways around Chicago, to be opened January 2, should make regatta trips much easier. For the Skeeter Ice Boat Club at Geneva Lake, Wis., it has meant new membership from as far away as Whiting, Ind.

► Some major regatta dates have been set, and plans are underway for others. The Northwestern Ice YA regatta for classes A, B, C, D, E (Skeeter), Renegade, and DN 60 will be sailed Jan. 16-18 on Lake Winnebago off Oshkosh, Wis. Co-hosts are the Oshkosh IYC and the South Side IYC. Frank Trost of the Pewaukee IYC has his sights set on defending his overall regatta crown.

Remi DeBlare of the host North Star Sail Club is the defending DN 60 class champion. Jan. 10-11 are the dates for the DN championship to be sailed on Lake St. Clair off Mt. Clemens, Mich.

► The Pewaukee IYC is hoping to defend against challenges for the Ice Yacht Challenge Pennant of America—iceboating's "America's Cup." Inclement weather prevented the sailing of this series last year.

► The Fox Lake IYC of Fox Lake, Ill., is making plans for the International Skeeter Assn. regatta. This will be Fox Lake's first regatta in ten years. In 1949, Ed Rollberg of Fox Lake won the championship, and he will be one of some 50 skippers out to take the title from Pewaukee's Bill Perrigo. Fox Lake is on U.S. 12 about an hour's drive from Chicago. Yachtsmen in the Chicago area should watch the papers for the date of the ISA championship, as it promises to be a thrilling event with the world's fastest iceboats taking part.

► If old man weather co-operates, this should be a



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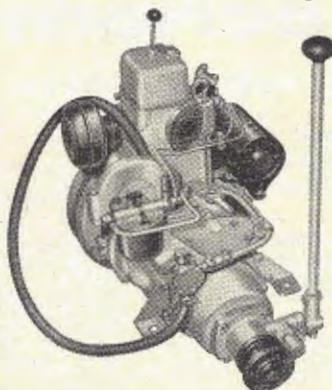
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ST. LAWRENCE CURRENTS

By Arthur H. Thompson

► Boatbuilding establishments in and around Montreal are not too well known to the sailing public so it might be worthwhile to mention some of them. Lakeshore Yacht Supplies is now under the management of Bob Harris, who is familiar to many by his efforts to build up the Shearwater class of catamarans. The shop is on St. Joseph Blvd., Lachine, Quebec, and is now building a number of cats and some Graduates. The latter are the recommended junior boat after the Cadet. This shop also handles the products of Chester Seacraft and some fine cruising boats can be obtained through them.

The St. Lawrence Yacht Co. is well known to Royal St. Lawrence YC members but perhaps it is not generally realized that this plant will build for non-club members provided they can fit the jobs in. Murray Fleet is the builder and has an excellent reputation for the fastest Ys (the last two International winning boats were his), and any type of sail or power craft. . . . Herb Takefman of Montreal builds Ys to order but cannot take on too many. He does a fine job. . . . At Hudson, Quebec, there is a fairly new shop operated by a Mr. Tanzer and we have heard good reports on his work, especially on his refinishing. If you do not want a finished boat, we understand that all of these builders will supply unfinished hulls in the Y class and they will also finish shells for dinghies, Jollies, Dutchmen, etc.

We hear there will be a new yacht club formed in Sennerville and by next issue we should have all the dope. George Mitchell and Whit Bailey are among the leading lights in this venture and we are sure it will prosper.

The Jolly Boats are on the increase in the Montreal district and we add up some 20-odd on Lake St. Louis alone, between Pointe Claire and Royal St. Lawrence YCs. Others are at Deep River, Hudson, etc. This class has several top skippers, which is always a help in the promotion of any class. Perhaps the best known of these is the current champion, Pierre Genereux. Pierre sails from Pointe Claire YC and it does not seem many years ago that we drove him and his teammates to the Atlantic coast to compete in a Sears Cup semi-final. Pierre is one of the many products of our junior sailing courses in this area and proof positive that this type of education pays off. Several well known older sailors grace the ranks of the Jolly Boats and the dean of these is Phillip Fisher of Royal St. LYC. He and Norman McTaggart have been staunch supporters, along with Eric Joy, of the class for several years.

DETROIT JOTTINGS

By George E. Van

► Henry Burkard received the Milton O. Cross Memorial Trophy as the season's outstanding skipper for the second year in a row in a presentation at the Detroit YC. Burkard with his 40' cutter *Meteor III* didn't lose a race on Lake St. Clair in Cruising B. He won the Toledo YC Mills Trophy again and Cleveland's Falcon Cup on Lake Erie, Class C in the Chicago-Mackinac, and class honors at the Interlake regatta at Put-In-Bay. *Meteor III* is now in Miami for the winter racing season, her first in Southern waters.

► Univ. of Michigan skippers won Bayview YC's college series in November with Dexter Thede the high point winner in Class A and Otto Scherer, Jr., in Class B. U. M. had 37 points, Univ. of Detroit 31½, Michigan State 24 and Wayne State Univ., with five breakdowns, 15.

modore. This club has its clubhouse and docks at the southern end of Grosse Ile at the mouth of the Detroit River facing Lake Erie. All members are Ford Motor Co. employees. . . . Cletus J. Welling was named commodore of the Old Club of the St. Clair Flats on the St. Clair River. . . . Austin Bender is commodore of the St. Clair YC, with John Slagle vice and James O'Reilly rear.

► The various sailing associations here honored class champions at get-togethers. The Cruising Club of Detroit, through its perennial secretary, Avery Macklem, announced the 44' Fisher Island sloop *Last Straw*, owned by Jerry Clements and Clare Baker of the Detroit YC, as the season's Cruising A winner in Detroit River YA regattas on Lake St. Clair. Cruising B went to *Meteor III* while Tommy Hansen's 33' Pilot *Dauntless*, took Cruising C. Both are Bay-view YC craft.

Alady V, Aaron Evans of the Grosse Pointe YC, is the Cruising D winner for the season. This performance-handicap division, in its first year, proved to be the most active class sailing in Lake St. Clair races. Seldom was there a regatta when less than 20 of the Ds started. There were enough different winners in the 12 races sailed to keep interest high. *Alady V*, 30' sloop, for instance, never won a race until the D Class was started.

Charles Haug of Crescent SYC won with *Naiad* among the 26' Privateer sloops. George McCormick with his 28' *Gael* continued to dominate the L class and Boyd Benkert emerged as the leading skipper hereabouts among the Ravens. Detroit YC catboat skippers Jerry Jordan, Conrad Ott and Lee Smith retained the team championship in the season-long series against Detroit BC and Edison BC skippers. Edison announces it is giving up its catboat fleet. The 22-footers have been an active division at Edison since the club was founded in 1914. North Stockton of the Detroit YC was the best in the K-class (privately-owned) catboat class.

LAKE MICHIGAN BREEZES

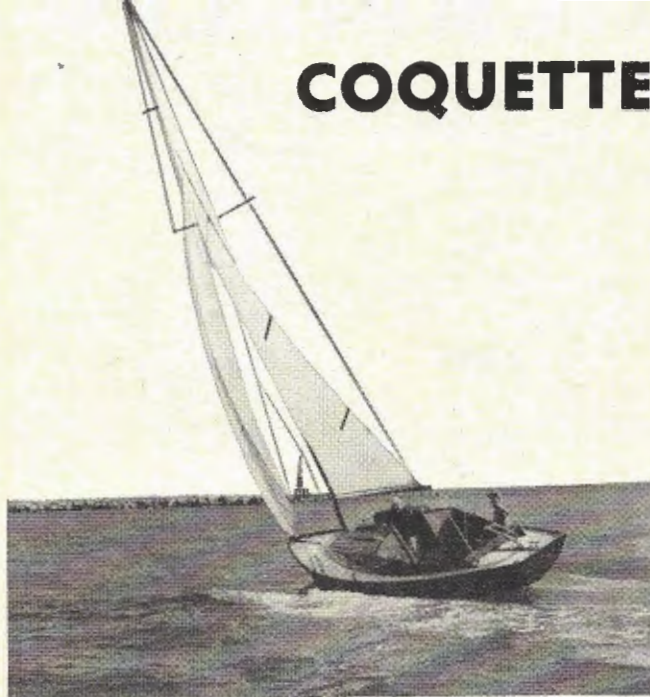
By Les Schaeffer

► Daniel V. Hubbell, commodore of the Chicago area Lightning Fleet and chairman of the 1958 Red Flannel Regatta, reports a record number of entrants. Fifty-one Lightnings were entered from Michigan, Indiana, Ohio, Wisconsin and Illinois. Chicago Corinthian YC and Burnham Park YC were combined hosts at Burnham Pk's new clubhouse. The first race started with a northerly wind blowing 15-18 m.p.h. Tom McNamara, Joe Stueland, John Burke and Wes Wiedrick were over the line first, but others came up with increased seas and stronger winds. *Bon Bon*, sailed by Ronny Blair, came in first, followed by Al Berg and Joe Stueland. The second race, in light, variable northerly winds, saw the 50 starters with barely enough wind to keep moving. Bill Wingard moved out in front and held it to the first mark. From here on in the lead changed many times with Wes Wiedrick coming in first, Herm Michals second, and Bill Wingard third.

The final race was also sailed in light winds, now easterly. No one skipper shone until the last leg. This one, downwind, gave all a chance to show their skill in handling spinnakers. Wes Wedrick took first, Herm Michals second and John Burke third. Trophies were presented to the first five. Prize winners—(1) Wes Wiedrick, *Little Loafer*, Detroit; (2) Herm Michals, *Joker*, Lake Fenton; (3) Bill Wingard, *Jubilee*, Chi Cor. YC; (4) Joe Stueland, *Handy's Dandy*, St. Joe YC; (5) Earl Ross, *Rayo*, Chi Cor. YC.

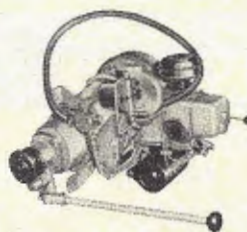
► Mystic Seaport, Mystic, Conn., the only authentic original seaport town being maintained for the public to see, is making its annual appeal for funds. Their authentic historic ships and other exhibits deserve the interest of all persons boat

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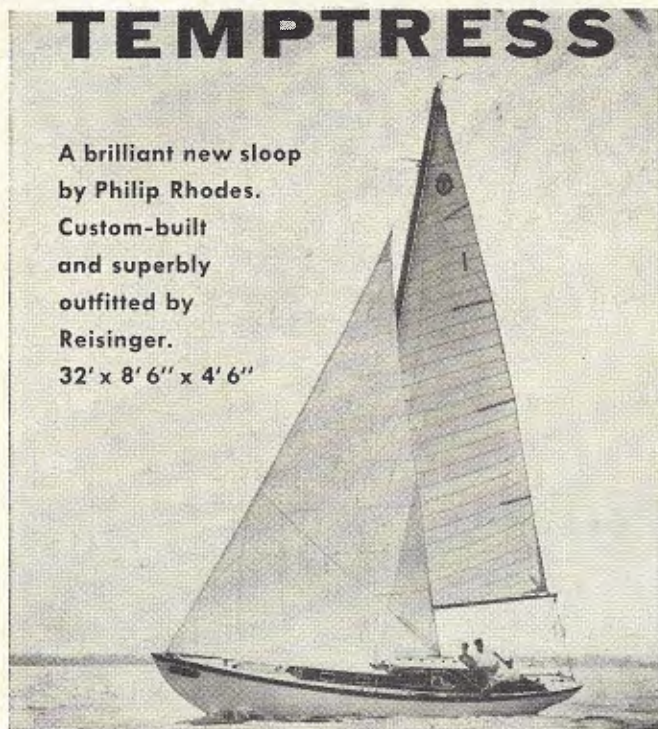
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► Russ Johnson from Escanaba YC tells us they have had the most successful season. John J. Mitchell, veteran Escanaba boatman and present commodore, opened the season by staging a boat show, both on dry land and in the water. If you seemed a good prospect at the uptown show you were invited down to the harbor for a trial spin. Comm. John also revived the old Venetian Nite that had been dropped for some years. Escanaba had a record number of visitors and the apparent reason was the improvement of harbor facilities. Escanaba has been consistently matching funds from the Michigan Waterway Commission for improvements. *Cara Mia* of Mackinac Race fame, now owned by John Walsh and again rigged as a sloop, won the four-day sailing event.

► Thirty crews sailed Penguin and Lehman Dinghies in the annual Comm. Fred Weston Memorial Trophy Regatta, under the auspices of Lake Michigan YA. The host was the Chicago YC. Comm. T. M. Dunlap, old time pal of the late Comm. Weston, reports that William Richards, with Marge Richards as crew of Sheridan Shore YC, won the trophy, with Sig Nelson and Maggie Sennott of Columbia YC second. A. P. Nye and Sheila Griffin of Chi YC third.

LAKE ONTARIO NEWS

By Lee Shore

► The annual LYRA meeting was held Nov. 8 at Jordan, Ontario, with representatives from 13 member clubs present. Officers for 1959: John Mason, RCYC, president; Karl Smithers, Buffalo Canoe Club, 1st V.P.; Arn Gorman, OCYC, 2nd V.P.; Newton B. Castle, RYC sec-treas. Sodus Bay YC will be host for 1959 regatta July 22-24. The long distance Freeman Cup race will start July 19 on a direct course from Toronto to Sodus Bay, with the Island YC of Toronto host club for the start. The long distance race and course racing at Sodus will be run by the following race committee—Eugene Sorsoleil, A. H. Gorsline, Herb Hill, Jr., Walter Heusler and Gordon Brown. Newton Castle was appointed LYRA delegate to NAYRU and Gordon Brown, National YC, Eugene Sorsoleil, Royal Canadian YC, Cliff Lunt, Royal Hamilton YC, delegates to the YRU of the Great Lakes. Arn Gorman, Queen City YC, will be chairman of both Sears and Mallory Cup elimination series and Newt Castle, RYC, of the Mrs. Charles Francis Adams Trophy eliminations. The latter eliminations will be sailed at Olcott YC, probably in Knarrs.

Col. Leroy F. Grant, Kingston YC, who did such a splendid job compiling the history of the LYRA, resigned as chairman of the history committee but was immediately appointed Honorary Chairman. At Col. Grant's suggestion the committee will be composed of three men, probably from National, RCYC, and QCYC so that they may be easily accessible to each other for frequent conferences. Ray Engholme's study on the proposal for safety regulations for long distance races of two or more nights duration was accepted by the Council, and will be submitted to LYRA member clubs before the 1960 Barrows Trophy race.

► Olcott YC had a busy racing season at the conclusion of which trophies were presented to the following winners by Newton Castle, sec-treas. of the LYRA: Richard Butcher, David Mackel, Ray Albright, Robert Storrs, Dr. James Layer, for outstanding yachtsman of the year; William J. Orr who won the Unpaid Hand Trophy (named for RYC's George Culp's famous poem?); Alan C. Blewett, F. Martin Teal and Hugh J. Clifford. In the Snipe division Willard Harris and Howard Fletcher were cup winners and in Division 3 the trophy went to Gilbert Smith. Harry Hamill won both tra-

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► As usual at Royal Canadian YC the list of trophies and winners would more than fill a column so, with congratulations to all cup winners, we can list only the club championships in each division. Large cruisers—Ray Engholm; small cruisers, Bill Moran; Eight-Meters, Bill Inrig; Six-Meters, Jim Crang; Maple Leafs, Norm Fairhead; Stars, G. Allen; Dragons, C. H. Steinbach; 14' Dinghies, Doug Hall. This past season was the 33rd year for the boys' division of the RCYC's Junior yacht club, by far the oldest junior club on the lake, and the third year for the girls' division. Cup winners in the boys' division were B. Moyle, S. Russell, R. Green, J. Moyle, J. Kane, K. Clark, L. Roy, C. Tatum, W. Brymer, T. Kelly, B. Brymer—In the girls' division, D. Grieg, G. Brebner, B. Hall, N. Sinclair.

A little late but not to be overlooked was the Babson Trophy Series for the Tumblaren championship. The six races were held in Chicago at the Columbia YC in August. Five sailors from National YC and 15 from QCYC represented Canada and took the series once again. Points: Canadians 25½, Americans 20.

Port Credit YC Junior club had a membership of 39 this past season, 13 of whom were girls. They have five Blue Jays for junior competition and hope to add two more advanced type of boats for next year. Best boy sailor, Robbie Ball, best girl sailor and skipper bringing most honor to PCYC, Anna Kinzer; Club champion and winner of sportsmanship trophy, Doug Hazelton.

► National YC juniors: Best all around boy, Jay Wilson; club championship, David Martin; team racing, Jay and Steve Wilson; best first-year boy, Dave Wagner. Island YC had 30 juniors enrolled who sailed in Nordbergs and occasionally 5.5-Meters. Syril Baker won the award for making most progress and Steve Black won the Top Skipper Trophy.



SOUTH SHORE OF LAKE ERIE

By John G. Robinson

► The annual trophy award dinner at the Cleveland YC Nov. 8 brought out a capacity house and a record number of trophies. Robert C. Preisel, skipper of *Reprisal*, a Dragon, took no less than nine first places, including the fleet championship of the class. Other winners included George R. Ashmun, John Tucker and G. Willis Upp. Dr. Stephen Sheppard took the Raven championship class for the third successive year with *Nevermore*, winning seven firsts and two seconds. Other winners included George Dornin and Jack Owens.

W. Kenyon Glor, who won the individual sailing championship of the club and the Commodore James C. Heintz Memorial Trophy, took the fleet championship of the auxiliary class with *Ranger*. Other winners included Osborn Bartlett, Frank Becker, Oliver Busch, Keith Macy, C. deV. Miller, Howard Murray, Clarence Shaffer, Dr. John J. Stewart and Robert Shideler. Charles B. Williams won the Thistle fleet championship for the second consecutive time and was runner-up in the Lake Erie district-championship. John Lovett took the Williams, Shrier and Bagatelle Trophies; Norman Tieschler the spring series; Roger Waite the Waite Trophy and John Wannenmacher the Saturday series.

In the Star Class Robert Asher won the fleet championship for the third successive year but had the closest sort of competition from George F. Thomas, who took three firsts and two seconds. Other class winners included Dr. John Filak, Ernest Hammer and George W. Voss. *Live Yankee*, only double-ender in the Class R fleet, owned by Alex Winton and Niles Hamminck, took the fleet championship with five firsts, a second and a third. Other winners in the class were: H. Wade Barth with *Puffin*, J. Arthur Shomer, *Pop-N-Jack* and Nancylee Wilson with *Cotton Blossom*.

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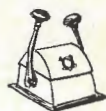
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The Lightning Class produced a new fleet champion in Paul McCullough's *Windbag*. John Mueller, 1957 class champion; Mark Auer; Ed Kennedy and Harry Wirls were other prominent winners. The fleet championship of the Celebrity-K-Class, new at CYC last season, was won by the Sellars-Folberth syndicate after close competition with C.M. and Robert Clinton and Merrill Wood.

► The Pigskin regatta was renewed at the Leatherlips YC, Columbus, O., Oct. 18-19. This is an invitational event for the Leatherlips, Maumee River and Atwood Lake Comet fleets. Bill Alexander of the Atwood YC won with three firsts. Second was George Newell and third "Fuzz" Fishack, among 15 entries.

► Herbert Gleitz of Cleveland passed away suddenly on Nov. 7 in New York City. Mr. Gleitz was founder of the Northeast YC of Cleveland and personally financed the building of the docks for that club when it took over the old White City harbor on the east side of Cleveland.

► George Fisher won the 1958 championship of the Lightnings at the Buckeye YC. In the Ravens Russ Luchtengberg is the champ, with Dr. Wm. Calland supreme in the Highlanders and John Ranft in the Thistles.

► Louis Malm was elected commodore of the Cleveland YC on Nov. 8. C. deV. Miller is the new vice comm. and James C. Heintz new rear comm. Paul J. Hoover was elected fleet captain.

► Club elections: SANDUSKY SC—Paul Koch, commodore; Bill Ortman, vice comm.; Bill Conkle, rear comm. Board of directors—Norm Winkel, Jim Goodsite, August Kuemmel and Paul Michel. . . . NORTHEAST YC. (Cleveland)—Frank Leslie, commodore; William Strumble, vice comm.; James E. Barth, rear comm.; Glenn T. King, fleet capt.; Neil S. Hart, sec.; Charles Ciasca, treas. Past Commodores Frank Cotman and Edward H. Erdman were named trustees. PORT CLINTON YC—T. P. Finefrock, commodore; DeForest Maxwell, vice comm.; Albert Davids, rear comm.; Ken Krupp, sec.; Richard Kaiser, treas.; Marvin Lundgard, trustee.

► Cleveland's Lakeside YC lost a veteran member in the passing of Frank Laurie on Nov. 6. Laurie played a big part in the reorganizing of the old Cleveland BC and in moving the club to its present location at the foot of East 49th St. He was a past commodore and played a big part in putting the club on a firm financial basis.

CHESAPEAKE BAY ACTIVITIES

By Malcolm Lamborne

► The last big boat race of the season, the Skipper Magazine invitation race down to Point No Point and return to Annapolis, drew a record fleet of 23 yachts early in November. They raced 100 miles in a light following breeze that later shifted to the south and piped up at times to 25 knots. It was made to order for Pete DuPont's schooner *Barlovento*, which covered the course in 18:12:48 to win in fleet on both elapsed and corrected times.

It was *Barlovento's* third victory in the seven-year-old event which was inaugurated to commemorate the centennial of the schooner *America's* triumph over the British in 1851. The race winds up *Barlovento's* racing career. She is being donated to the University of Miami for oceanography work. DuPont is having a Rhodes-designed 73-foot motorsailer built. Second in the race was Charlie Dell's New York 32 *Trig* with an elapsed time of 20:04:22 and third the Naval Academy yawl *Alert* in command of Ensign P. D. Sparkman, with

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► A revival of the Tides Inn frostbite regatta was welcomed by Lower Bay skippers in mid-November. Twenty-six boats in four classes turned out for two days of racing off Irvington. The breeze never went above six knots and there were some light showers and fog. George Conrad, of Norfolk, a capable skipper, capsized in a Jolly Boat right after finishing, in full view of committee and spectators. Something to do with his spinnaker.

Another surprise was Jack Vail's three-in-a-row in the Jollys, in which he has raced but little. In fact, Jack who also is from Norfolk has been out of racing for some years, last making his mark in the Hampton class. Milt Ricketts from the Carolina SC was second, and Lloyd Emory of Fishing Bay YC, third. Hampton winner and runner-up were Bill Reese and J. F. Brock. In the Mobjacks, Roger Moorman led, then Chuck Raynor, both of FBYC; in the Penguins, Bob Belt and Dr. Walter Lawson, both Potomac River SA. Races were run by Bob Stephens, son of the owner of the inn.

► Fall series of Potomac River SA was blown out in its final days, but enough races were run to produce some winners. They were Bill Dodge, Flying Dutchman; Lou Borges, Lightnings; Carl Vogt, Hamptons; Karl Gerhard, Comets; Paul Parramore, Jet 14s, Pat Holland, Tech dinghy.

► Runnie Colie and Gardner Cox, past and present national champions in the Penguins, resumed an old rivalry at the Bush River BC frostbite series. Cox after five races came out ahead by seven-tenths of a point.

► At the Pumpkin Bowl regatta for Comets a week earlier at Severna Park, Wayne Diller of Stone Harbor (N.J.) YC scored high. Runner-up was Jac Corey of the host Severn SA and third was Mrs. Bobbi Seger of Corsica River YC.

► Officers elected by the Gibson Island Yacht Squadron for

1959 include James L. Potter, commodore; William E. Hill, vice comm.; John A. Aufhammer, rear comm.; Robert W. Shap, fleet capt.; Bronaugh W. Deringer, Jr., sec.-treas.

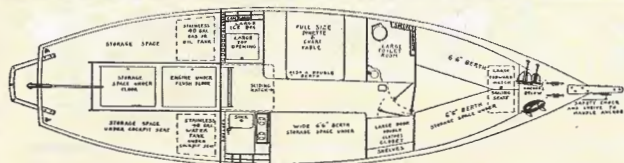
ON COLLEGE CHARTS

By Leonard M. Fowle

► This year may bring renewal of international intercollegiate competition. The Cambridge University Cruising Club has commenced correspondence with the Inter-Collegiate YRA of North America relative to visiting the United States during the late summer and early fall. This would resume friendly relations inaugurated by Oxford's visit to the U. S. in 1954 and a return trip of an ICYRA of NA team to England, the next year. . . . It is assumed a Cambridge visit would include a challenge for the Sir Thomas Lipton Memorial Trophy, a match for the British-American Universities Trophy placed in competition in England in 1955, participation in a major ICYRA regatta such as the Danmark Trophy, and team races between the visitors and U.S. colleges, yacht clubs, and class organizations.

► The U.S. Coast Guard Academy sailing team won the Leonard M. Fowle Trophy in the annual New England ISA Team Racing Championship at New London, Nov. 8-9 and 16. Cadet skippers Michael Johnson, William Park, Geoffrey Potter, and John Wuestneck, with crews Roderick Edwards, Jr., William Hall, Robert Ginn, and Frederick Smith, downed M.I.T. in the finals, 4-1, in moderate northeast winds on the Thames River.

This year's championship was conducted on a new plan with six colleges qualifying from previous eliminations to compete in a double round-robin at the U.S. Coast Guard Academy, Nov. 8-9. The top four teams qualified for semifinals in which Coast Guard downed Boston U., 3-1, and M.I.T. topped Brown, 3-0.



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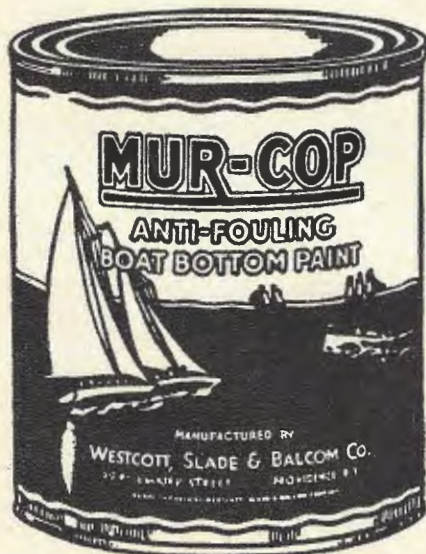
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MIDDLE ATLANTIC: Charles Ulmer, Jr., Navy third-classman and son of the well-known sailmaker, won the MAISA Monotype finals at the Naval Academy in heavy winds, Nov. 8-9. After trailing Bill Poole of Swarthmore and Colgate's Bruce Munro for seven races, Ulmer won three straight races, to claim the crown with 88 points to Poole's 80 as Dick Rose, Princeton, had 78 and Munro 77 at the top of a ten skipper final. . . . A week earlier, Navy's Trux Umsted, Spence Leech, and Bill Asher won a quadrangular team race from Georgetown, 146-117, as Haverford scored 99 and George Washington 35. . . . Also on Nov. 2, Webb Institute's Ken Court and Al Loomis upset host Princeton's Dick Rose and Peter Renkert, 64-63, in a hard-fought hexagonal on Lake Carnegie where Rutgers had 46, Lehigh 44, Cooper Union 42, and Swarthmore, 39.

NEW ENGLAND: Both the second annual NEISA sloop championship and 19th NEISA freshman individual crew finals came up with unusual situations, Nov. 1-2. At the end of six races in Ravens at the Coast Guard Academy, Yale was the apparent winner, 36-34, over Boston U. in the sloop finals where Coast Guard scored 27, defending M.I.T. 26, Holy Cross 23, and Trinity 16. However, B.U. Capt. John Buckingham protested against Yale, claiming the Elis illegally used two skippers—William Bindloss, who qualified in the preliminaries, and Shawhan Fox as a substitute in two races. Feeling the instructions were not specific, the judges have referred the matter to NEISA's executive committee.

A tie-breaking device settled the NEISA Freshman individual crew championship finals at Brown on the Seekonk in light to moderate north and northeast winds. After a 16-race double round-robin, Coast Guard's John Wuestneck, skipper, and Fred Smith were declared the winners over Harvard's Tom Munnell, skipper, and Lodowick Crofoot on the basis of the Cadet entry having beaten the Crimson crew in 9 races to 7. Each had 114 points. Other scores were Dwight Ellis, Yale, 104; Fred Pryor, Trinity 90; William Slee, Holy Cross, 88; Stephen Ramsay, Babson, 64; James Lee, Northeastern, 57; and Danforth Mitchell, Rhode Island, 34.

Holy Cross's Bill Slee and Mike Flynn won the Bishop Donaghy Bowl in NEISA's final scheduled event for 1958, the Holy Cross invitational held, through M.I.T.'s courtesy on the Charles River Basin, Nov. 15. The Crusaders rolled to a 61-53 triumph over M.I.T.'s Peter Gray and Jerry Milgram. Northeastern tallied 47, Babson 45, Worcester Tech 43, and Boston College 4. . . . Brown, using Nick Noyes, Dick Quinn, Doug Hoyt, Charles Trammell, Jeff Meighan, and Bob Zeisner as skippers, retained the Jeff Davis Trophy in the annual dual meet with Rhode Island.

ON THE NIAGARA FRONTIER

By Reginald H. Pegrum

► The Buffalo Canoe Club has installed new officers. The new commodore is Curtis H. Deming; vice comm., Robert G. Maccubbin; rear comm., John L. Battel; fleet capt., William W. Hughes; sec., Robert H. Loweth; treas., Bruce E. Care. At the annual meeting, held for the first time in the history of the club at Point Abino, Charles M. Curtis, Andrew R. Heywood, Edward M. Paullin, and S. Howard Payne were elected directors for three-year terms.

► The annual Piloting Contest of the Buffalo Power Squadron for the Frank C. Ernst Trophy was held in September on a many-legged course from Buffalo Harbor entrance to Abino Bay. Thirteen boats provided some very close competition under severe weather conditions. Four boats led the fleet with only an eight-point spread in scores. Bill Fortier, Marilyn, was first with 22 pt. total error; John Getman,

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Eby Trophy donated this year by Adam F. Eby for the first sailboat under power to finish.

► The Youngstown YC defeated Rochester YC, 7 races to 6, in the annual dinghy team event early in November at YYC. Tech dinghies at YYC were selected by lot for each race and 13 YYC skippers took part. David Fairbanks, a participant of the Junior Racing Group at Youngstown, was the most successful among the defending skippers. . . . A new Six-Meter will join the YYC fleet next year, Townsend Rogers having bought *Starwagon* from Bob Lawless of Rochester. . . . President Elmer J. (Skip) Doyle, Jr. of the Lake Ontario Six Meter Assn. has called a meeting of that association for Jan. 31. It will take place at Prudhomme's Hotel on the Elizabeth Way, three miles west of Port Dalhousie, Ont.

DOWN EAST

By Jerry McCarty

► Granville H. Dyer was elected commodore of the Centerboard YC at the club's 22nd annual Trophy Night. Other officers include William J. Mullin, rear comm.; Ralph W. Strachan, vice comm.; Capt. Osmund C. Faulkingham, treas.; Stephen O. Beecher, secy. . . . The new slate at the Portland YC includes George B. Morrill, Jr., comm.; Richard Y. Chadwick, vice comm.; Douglas R. Coleman, rear comm.; Widgery Thomas, Jr., reg. ch.; John M. Robinson, treas.; Robert Norton, sec.; Chet Jordan, ent. ch.; Cliff Swearingen, house ch.; Don Bennett, membership.

► Geerd N. Hendel, Camden naval architect, has recently been appointed consultant for the Maine Port Authority during construction of four Penobscot Bay ferries which will be built to serve North Haven, Vinalhaven, Islesboro


and Swans Island. Included in the overall \$2.5 million bond issue will be ferry slips at Rockland, Lincolnville, Islesboro, Vinalhaven, McKinley, North Haven and Swans Island. Service is scheduled to start in the summer of '59.

► The C & G Survey people have issued another revised chart, number 322, covering approaches to Penobscot Bay. The area covered includes the mouth of the Weskeag River on the main, the tip of Vinalhaven and Isle Au Haut south to Matinicus Rock.

► Hodgdon Brothers yard of East Boothbay are planning to produce between 20 and 30 of their new 21' keel sloops during the coming year. Designed by Sonny Hodgdon and his late uncle Charles Hodgdon, the 21 has a waterline length of 18'4" and draws 3'5". The hull is planked with %" white cedar, transom is of laminated mahogany and she has a 1000-lb. lead fin keel. The 21 is planked in such a way that no caulking is required. The spar is hollow aluminum, standing rigging stainless steel. She carries 137 feet of Dacron in her main, 110 feet in the genoa, and 63 feet in the working jib.

► One of the recent auxiliaries delivered by Henry R. Hinckley was a 36' sloop to Bruce Brackenhoff. In commission but briefly, she won the '58 Stratford Shoal Race. . . . Other pleasure craft delivered recently include the 29' auxiliary sloop *Anne* built by Alonzo Eaton of Castine for Carl Stern of Orcutt's Harbor, the 35' cruiser *Blythe*, built by Power and Robinson of McKinley for Fred Buffum of Orono, Maine, the 33' cruiser *Carry All II*, built by Rich Brothers of Tremont for Richard C. Paine, Sr. of Boston.





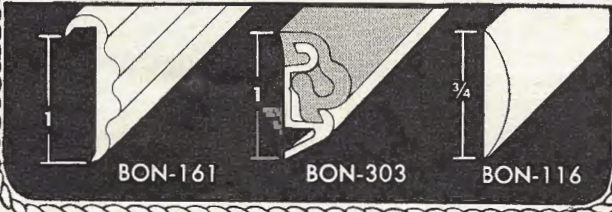
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MASSACHUSETTS BAY FLASHES

By Leonard M. Fowle

► Walter C. "Jack" Wood was the second recipient of the YRU of Massachusetts Bay's Distinguished Service to Yachting Award at the annual meeting at Cambridge, Nov. 28. This award was established a year ago with George E. Hills, rules authority, as the first yachtsman cited. Jack Wood has been director, since its 1936 inception, of the highly-successful M.I.T. nautical program. Under his direction, Tech has won ten National and a score of New England or Eastern championships, produced three U.S. Olympic monotype skippers, and sparked the intercollegiate sailing movement now embracing more than 100 colleges and universities.

Nurtured on Narragansett Bay in catboats, Wood raced in Classes P, Q, and R at Marblehead, and represented the Narragansett Bay Star Fleet in world's championships, racing extensively to Bermuda and along the Atlantic Coast.

Wood is a veteran of two World Wars, the first as a flyer and instructor with our infant Army Air Corps; the second as an officer teaching sailing and seamanship at the U. S. Coast Guard Academy. Wood set up Boston's successful Community Sailing program 1940-42. As its secretary in 1951-52, and currently serving on its Executive Committee, Jack Wood has immeasurably aided the YRU of MB.

► The final results in three major class championships of the Boston Bay have been announced. In the numerically largest class, the Hustlers, the championship went to the same boat, *Ballerina*, as in 1957 but with a new skipper, Jack Shaughnessy. The first five boats were extremely close, *Ballerina* being followed by Tom Coleman's *Barracuda*, James Bonney's *Beta*, Robert Siefert's *Hard Tack*, and John Deminski's *Hep Cat*. Robert Wilkins' *Rascal* won the White Fleet Championship from the Kelly sisters' *Bel Air*. . . Morton Bromfield's *Challenge* regained the 210 Fleet honors, from Torsten Youngquist defending *Bola III*. . . Al McKay's *Temptation* won the Boston Harbor Star Fleet crown over Robert Kirkland's *Lively Mary*.

► Howard Jones, sailing *Wing Ding*, won the Onion Patch Trophy of the Firefly Fleet, racing under Boston YC auspices, Nov. 1-2. Final scores (of leaders) were Jones 74½, Quirk 58, Paul Lawton 53, Richard Price 50½, and Steve Haseltine 48.

► The Manchester YC had a successful season beyond sponsorship of the Patton Bowls and, with Pleon, of the Manhasset Bay Cup. Top boat among 13 Two-Tens was Haskell Crocker's *Crocodile*, winning the championship over Augustus Loring's *Sona Kuta* and finishing runner-up in a Sunday series to William Brown's *Grey Legs*. Massachusetts Bay's senior active skipper, John S. Lawrence, had his *Squaw* in the thick of the competition. . . In Lightnings, Henri Bourneuf's *Fair Winds* won the championship and Wednesday series, Arthur Dupee's *Fancy Free* edged Sam Cabot's *Geronimo*, in Sunday competition. . . Roger Hooper, senior 110 skipper on Massachusetts Bay, won three of four competitions—the championship, Sunday and Labor Day series.

► The Squantum YC of Quincy, with 80 boats, possesses perhaps the largest racing fleet enrolled at any New England club. Squantum has long been a strong-hold of the Indian Class since Edward Gallagher helped introduce it in 1923. In 1958 Gallagher's son, Eddie, Jr., with co-owner Fred Quirk, won the Squantum championship of this class with *Weetamo*, as another of his sons, Bob, captured the club crown of the Thistles with *Kelpie*. . . Jack Shaughnessy won the Hustler championship with *Ballerina*, while Kerry and Brian Foy's *Foy Boy* was the Turnabout champion.

► Another active Boston Bay club was Cottage Park of Winthrop, racing four classes besides its Stars. Ray Smith's

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ors. . . John Forristall's *Frosty* was Snipe champion over Joe Ford's *Hi-C*. The top Snow Bird was Suzanne Rex and Kirstin Dietz's *Suki* as the Quarrington Sister's *Two Bells* won Sunday honors. In Turnabouts, Michelle Lally's *Shamrock* won the title.

► The Sandy Point SA of Jubilee YC in Beverly had an active year with Dick Walsh's *Sneekus* winning the 110 title and Pamela Hersey's *L'il Okie* Turnabout champion.

► The Cohasset YC is toasting the achievements of its 210 skippers, Gregg Bemis, National Champion Dick Sullivan, and Lyman Gutterson in the Hawaiian invitational last month. The local fleet champion was not one of this trio but Edwin Hills' *Sonata*, over Bemis' *Pegasus*. . . The One-Ten titlist was Carolyn Dorrance's *Half Pint* (also Vice Commodore's Cup). The champion of the Herreshoff 12-footers was Mrs. Thorton Scott's *Rebel* and the Mercury titlist John Q. Adams' *Explorer*.

GREAT SOUTH BAY BREEZES

By Andrew M. Underhill, Jr.

► Doug Westin of Sayville has brought honor to the Bay by being elected President of the National Thistle Class Association. Congratulations, Doug! . . . Late news continues to trickle in. Bayberry YC season prize winners were: Havemeyer Trophy, Betty Marten; Seamanship Prize, Sandra Titus; Boy's Championship, Bruce Brownyard, runner-up, Doug Yates, Jr.; Girl's Championship, Beverly Brown, runner-up, Ann Marie Nugent.

► Season winners, based on participation in GSBYRA Invitation events, plus Cruise Week: STARS, John Snedeker-Bill King, Bellport; THISTLES, Doug Westin, Sayville; NARRASKETUCKS, Charly Axtmann, Bellport; LIGHTNINGS, Sam

Zorovitch, Narrasketuck; HANDICAP CLASS B, John Wagner, Unqua; SNIPES, Bill Deale, Babylon; BLUE JAY OPEN, Jim Grover, Babylon; BLUE JAY JUNIOR, Peter & David Hilgendorff, Bellport; BLUE JAY MIDGET, Bob Tarr, Jr., Babylon; BEETLE CATS, Dick Heidelberger, Bellport; SEAFORD SKIFFS, Peter Luhrs, Narrasketuck. Classes with no qualifiers: Ravens, MB's, Handicap A, Jollies, CC's, Jet 14's, SS, Tech Dinghies, and Sailfish. Come on, boys! You can do better!

► The Executive Committee of GSBYRA met Oct. 23, having received several new applications from clubs for membership. They will be acted upon during the winter at a special meeting to be announced, rather than at the Nov. 24 annual meeting. This bodes well for the future of boating on the Bay. Though it is a long way off at this time, the schedule for next season's Cruise Week has been set for a West to East sequence July 27 to Aug. 1. Start planning those vacations right now!

► Since last reporting, the Fireplace Frostbite Club has elected officers: Comm., Bob Starke; vice-comm., Norman Nelson; sec-treas., Willis Strickland; race committee chairman, Alfred Nelson. Races continue every other Sunday morning in Fireplace Elevens and Blue Jays minus jibs. Bob Matteson made some sort of a record, I'm sure, by sailing from Moriches to Brookhaven one frigid gusty morning in November—and I do mean gusty—in a 14' dinghy.

► Babylon YC elected new officers as follows: comm., Fred Becker; vice-comm., Bob Gilmore; rear comm., Terry McGuirk; sec., Bill Deale; treas., Bryan Lawrence; board of governors, Fred Braddon, Rogers Howell, Frank St. John, Ed Skeffington, Lou Orr, Jamie Swan, Ted Zimmerman.

► Cedarhurst YC elected Bob Hart comm., Donald Benck-



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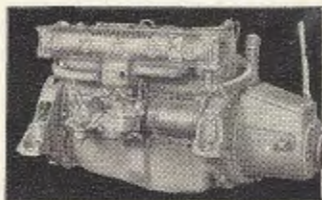
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hart, vice-comm.; Roger Hewlett, rear comm.; Joe Welsh, sec.; Tony Coe, treas. Season prizes were awarded at the annual dinner: Seniors' prize, both July and August, A. N. Lawrence; Commodore's Bowl, Bob Hart, as well as July 4th and Labor Day prizes. Junior prizes: July, (1) E. T. Throop; (2) Lee Haneman; (3) Dick Koehne; Aug. (1) John MacGruder; (2) Dick Koehne; (3) Laurie Herrick; Low Bowl, Peter Hewlett; Horner Trophy, Dick Koehne, as well as the Finlay Cup; Herrick Trophy, Jack Bierwirth. Total season point winners: Midgets, Nancy Coe; Juniors, Jack Bierwirth; overall high point winner, Laurie Herrick. Cedarhurst YC has printed up a very stimulating booklet distributed to all participants in their Junior sailing program, with grades of merit to be attained, etc. It should be a great aid in creating interest among the kids. Any club interested in the idea may contact Donald Benckhart, Oxford Place, Lawrence, L.I.

JERSEY JOTTINGS

By Bill Robinson

► Dates for the Sixth Annual Jersey Coast Boat Show at Asbury Park's Convention Hall are Feb. 21-Mar. 1. New feature of the show will be 16 mm. movies on a giant screen visible from all parts of the hall that will show the various boats on display in action afloat. Afterwards they will be edited as a single film called "Boats in Action" and will be available for showing by clubs and boating groups on request.

► Raritan YC, Perth Amboy, one of the oldest continuously active yacht clubs in the country, held its 93rd annual trophy dinner in November, with Comm. Thomas Patten turning over the flag to his successor, Richard Farkas, who has a staff of William Olsen, vice comm., Jerome Benson, rear comm. and J. I. Davidson, fin. sec'y. Season series winners awarded prizes were: Highlanders, Dean Millikin; Lightnings, Irv Lewis; Thistles, Al Williams; Blue Jays, Richard Farkas; Lady Series, Shirley Cram; Comm. Pignone Junior Champion Trophy, Randy Farkas. RYC now has 14 prams for use in a season-long frostbite series, with Jim Mullen chairman.

► Dale Yacht Basin of Bay Head, one of the best-known and longest-established boat showrooms on the East Coast, has been sold by Slade Dale, who founded it in 1926, to Dane and Donald Hahn of Mantoloking and Ridgewood. The company now has four sites, with stations at Beaverdam Creek, Toms River and the Manahawkin-Ship Bottom Road, as well as the main office in Bay Head. Dane Hahn will be the manager.

► The Penguin fall circuit included the Pumpkin Bowl Regatta at Cooper River Nov. 1-2 and included three class champs, Runnie Colie, Mantoloking, Jim Carson, Metedeconk and Gardner Cox, Mantoloking. They finished in that order after 13 races in good air. Prizes also went to John Walton of Brigantine, fourth, and Gene Pilot of Cooper River, fifth in a 16-boat entry.

► Packanack Lake YC finished its long season with trophy dinners for both juniors and seniors and a change of officers. Tom Hickman retired as commodore, succeeded by Bill Holmes, with Bob Freeman vice comm., Don Wiseman rear comm., Carl Ritter sec'y, Harry Dancy treas. and Jim Swenson fleet capt. Junior class winners were: Comets, John Breckenridge; Dusters, Bill Woodhouse; Penguins, Bob Erbe; Handicaps, Roger Behnken. In seniors it was: Comets, Ed Erbe; Dusters, George Moore; Penguins, Bob Freeman; Handicaps, Carl Ritter.

► Lars Olsen, Middletown boatbuilder has returned to an

Avenger for co-ownership with skipper Charlie Allaire. The Allaire-Olsen combination in a former Avenger was a hot combination in the Lightning Class until the early '50s. The new boat made its debut at Quantico, Va., and was seventh in a large fleet.

► Tri-County Outboard Boating Club held its annual meeting and election Nov. 14. New officers are: Ev Wiggins, comm.; Al Eisenhauer, vice comm.; Andrew Mogilevsky, treas.; Peter Dubecky, rec. sec'y. and Mrs. Lillian Sharon, corr. sec'y. The club, which formerly sponsored an outboard boat show, is reviving the affair, with inboards added, as the Central Jersey Boat Show March 19-22, 1959.

LONG ISLAND SOUNDINGS

By William H. Taylor

► The status of the Lloyd's Point Sand Hole as an anchorage, which is by way of having become a *cause célèbre*, apparently was wound up for keeps with a long and learned Appellate Court decision published in the New York Law Journal in November. Not to get oneself tangled up in legal verbiage, it seems the reviewing court upheld the county court decision that the men charged with trespass for having anchored in the Sand Hole were not guilty, and could not again be tried for the same offense.

So it seems you can anchor in the Sand Hole—or, we infer, in any other navigable tidal harbor surrounded by private property in New York state—without getting pinched. But that doesn't mean you can land on the beach, nor even dig clams there. (Though presumably you could catch free-swimming fish, if there were any there—there's a legal discrimination between clams and fish.)

► The Lawrence Conover Memorial Trophy, presented to the International 110 Class organization by the Long Island Sound fleet of which Larry was once champion, was over-subscribed, we learn. Its first winner, in the opening race of the 1958 110 international championships, was Larry's old neighbor and rival Seth Corwin.

► Seemed odd that the New York YC race committee couldn't agree on a 1958 winner for the Cygnet Cup, for the outstanding boat on the cruise. Seems as though it belonged either to John N. Matthew's *Vim*, which won five out of seven starts in the America's Cup 12-Meter special class, or to Jack Potter's sloop *Touche* which, with four wins and three thirds in Class B with some 15 starters daily, came up with a percentage of .934, according to our mathematical friends, which was more than *Vim* could run up in her five-boat class.

► Chandler Hovey, we learn, has presented through the New York YC a perpetual trophy—a gold bowl—for 12-Meter Class racing. You hear this and that, but evidently last year's Twelves will be out. *Weatherly* definitely will, for one. *Easterner* is pretty sure to be. And that rumor about *Vim* going abroad to race is all news to the Matthews family. After all, who would they race over there?

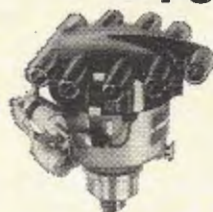
► With the opening of the Frostbite dinghy season in November—and so far we haven't heard of any surprise winners coming up—a new fleet sailing 9' Dyer Dhows started in Mamaroneck Harbor. And around Nov. 20 it was reported that they were already 36 boats strong. We like two of their local ground rules. One is that minimum crew weight is 325 lb., so that an average-sized husband-wife team can sail together, or Pop and the two kids. Wooden ballast makes up any deficit—like Ivory Soap, it floats. And while a skipper can use his best five daily scores out of 20 race days as his official tally, his *boat*, with or



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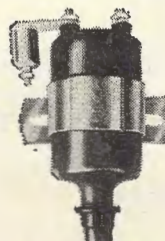
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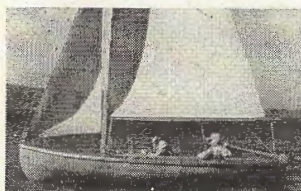
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without him, has to be in 50% of the races to qualify. If you can't sail, loan your boat!

► What is described by the Port Washington Real Estate Board as Long Island's first Boatel is to be built in that town on Manhasset Bay at Tom's Point—the area adjoining the ex-Grumman, ex-Republic plane factory and one-time trans-Atlantic seaplane base. With over 1500 feet of shore frontage, there is to be beach and pool bathing and complete docking facilities for local and transient boat owners. Previous attempts have been made to build some such facility in that area, but evidently at last someone has sung the right tune to the political junta that rules that part of Nassau County.

► Nominated for election at the December meeting of the Essex YC are William G. Ames, commodore; Henry D. Towers, vice comm.; Geddes Parsons, rear comm.; Robert D. Ingram, sec.; E. VanDyke Wetmore, treas.; M. D. Pitt, governor.

NARRAGANSETT BAY GOSSIP

By Terrell E. Cobb

► Final results in the highly competitive Herreshoff S Class were still not final when it came time to award annual trophies at the banquet Nov. 10, held at the Warwick C.C. Approximately two months previous *Whistler*, sailed by Clint and Ev Pearson, protested *Vixen II*, Jess Caton, for a slight deviation from NAYRU rules. Being disqualified, *Vixen II* dropped from second to fourth in the season's 23-race series. *Whistler* took over the second spot. The decision of the S-Class race committee was intended to be appealed by *Vixen's* skipper.

Sixteen of the 18-boat fleet qualified. Milt Ernstof's *Argument*, on the beach since the '54 blow, was launched just

qualifier was the Navy Special Services Department's new *Vixen*, which arrived late in the season.

Prize winners for 1958 were *Lady Luck*, 90.27, Carroll S. Gould; *Whistler*, 85.50; *Surprise*, 85.38, John R. White, Jr.; *Vixen II*, 84.73; *Musketeer*, 84.16, Russell R. Hunt, Jr.

► A mild tempest brewed about the middle of November when Coast Guard announced that Brenton Reef Lightship might be replaced with other aids to navigation. The third ship to mark the entrance to the East Passage into this bay since the station was established 105 years ago would be placed on the Cross Rip station in Nantucket Sound and the latter vessel moved to the Buzzards Bay station. The present Buzzards Bay Lightship is beyond economical repair, according to the USCG.

The first suggested replacement for the BRLV was a radio beacon on Beavertail, with a buoy marking the former ship's position. We have been quoted by the local press as stating "You'd be up on the rocks before you had a chance to know it, if the lightship's radio beacon were moved to Beavertail." Of course, our remark was prefaced with, "if you were to home in," which never reached print. Frankly, with a cross bearing on Pt. Judith and the proposed beacon on Beavertail synchronized for distance finding one would be in a better position to enter N.B. than ever before—especially if a marker radio beacon were located between Rose Island and Fort Adams. Of course we are going under the assumption that nearly all yachts going outside, or into the bay, are equipped with radio direction finder equipment.

► Bristol, once known throughout the yachting world as a building port of fine yachts, will be famous for building fiberglass boats if the Pearson Corp. continues to grow as they have during the last two years at their Constitution St. plant. . . . The first of their Triton Class (MK-2) yawls

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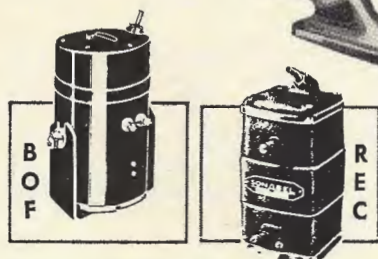
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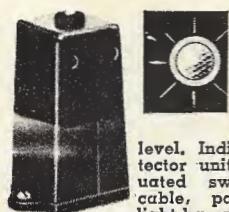
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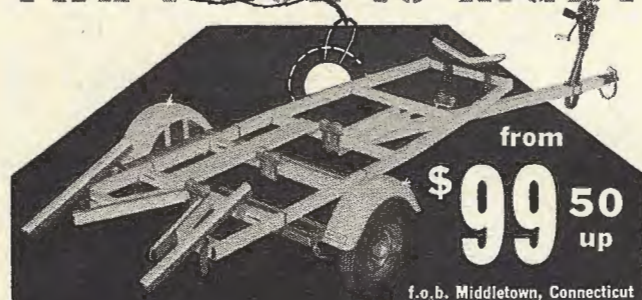
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► One of the most popular election results to ever hit R.I. was Jed Hanley's ascension to the presidency of the APBA. The Warren, R.I., restaurant owner, who started in inter-collegiate outboard competition at Yale back in 1934, won a seat in racing's hall of fame when he nailed down the 225-cu. in. inboard racing high-point championship in 1947. As a racing official and organizer he has lifted New England out of the powerboat racing doldrums during the past 25 years. Hanley's latest project is water safety.

► Formed as a very democratic yachting organization in 1951 the Narragansett YC has finally bowed to the times and gone *real* democratic. They now have a sailboat in their fleet! Ettore Caporelli has acquired the Indian Class sloop *Crazy Horse*. The NYC lists 40 powerboats on its roster. Operating out of the Port Edgewood Marina, the club is looking for a permanent home.

► **Club Elections:** BARRINGTON YC—Richard M. Field, comm.; Duncan Colley, v.c.; Norman H. Whitehead, Jr., r.c.; John A. Horton, sec'y; E. Russell Davis, Jr., treas. . . . NARRAGANSETT TERRACE BOAT CLUB—Frederick Vogel, comm.; Dr. A. G. Tetreault, v.c.; LeRoy W. Chace, sec'y., Ernest Ephraimson, treas., Godfrey Allen, fl. capt.



SOUTHERN MASSACHUSETTS

By F. C. Gray, Jr.

► The 21st annual Cape Cod Knockabout Class Regatta, held at Menauhant YC Aug. 16, saw 38 boats cross the line despite miserable weather both for the Regatta and the pre-Regatta race. This, the largest turnout in several years, is an example of the enthusiasm which has kept this class one of the most active in SMYRA for many years.

The pre-Regatta race, sailed from Woods Hole to Menauhant in a 15-knot southwester and thick fog, was won by Class Committee chairman Bob Bigelow in *Blue Jean* with Barbara Little taking second in *West Wind*. Both are out of the Woods Hole YC. Qualifying races were sailed the following morning—the fog had turned to rain and the wind had increased to about 20 knots—and after one dismasting and three other breakdowns which eliminated four boats, Bob Bigelow won the morning session followed by John Valois in *Xiphias* and Dave Graham in *Sea Breeze*.

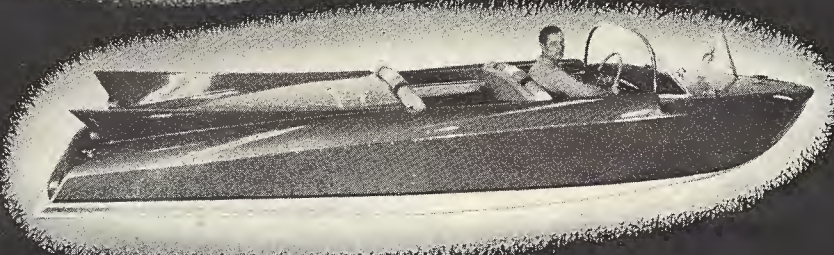
The championship race, held that afternoon in much less wind, took the boats on a long beat up the shore with a foul tide. Prince Crowell, in *Imp* out of WHYC, took the top spot and with it the Scudder-Cahoon Trophy. John Valois, also from the WHYC, took second and the Cape Cod Shipbuilding Co. Trophy for scoring the most points during the whole show. In the team competition for the SMYRA Challenge Trophy the WHYC with 14 boats again split their fleet into two teams of seven each. WHYC managed to take all the individual honors but neither team could beat Megansett's sailors who qualified five of the six boats they had entered and scored 68 points. The WH Guano Factory Station took second with 58 points while WH Eel Pond Station was third with 49 points. Waquoit Bay YC, Bass River YC and Menauhant YC followed in that order.

The writer is indebted to Bob Bigelow for his annual report of Class activities and the Class is more indebted to him for his hard work and his ability to keep it going.

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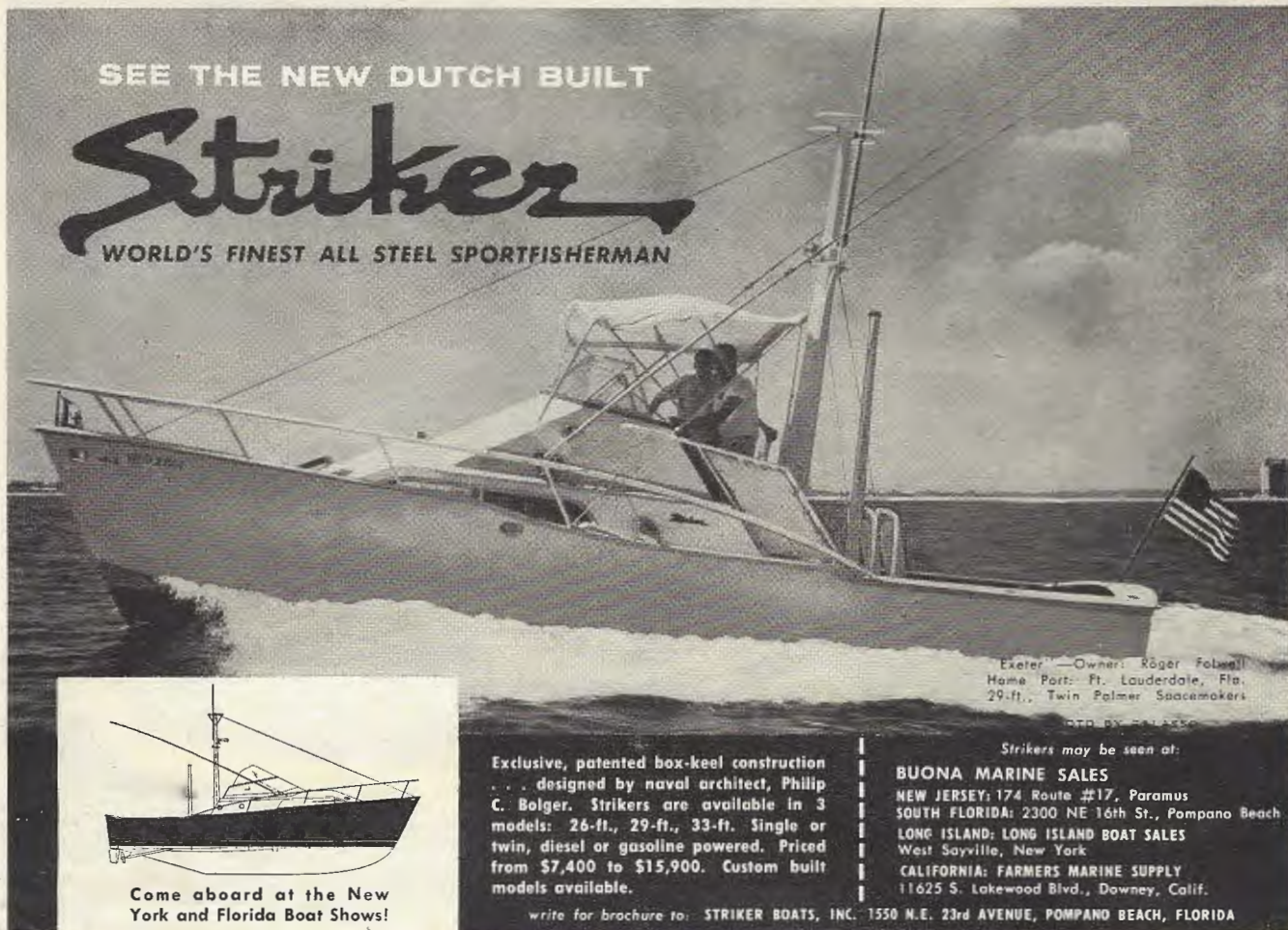
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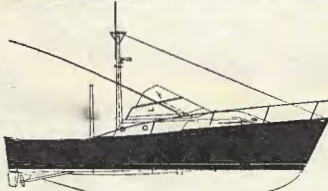


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GULF COAST NOTES

By Gordon Gsell

► Expansion of the educational program of the Marine Historical Association to southern waters during the winter months was recently discussed with a group of New Orleans yachtsmen by Charles A. Brooks, general manager of the association's Marine Historical Museum at Mystic Seaport, Mystic, Conn. It has been proposed to the local group that instead of laying up the association's schooner *Brilliant* during the winter, she be brought south for a series of cruises, probably starting on the Chesapeake, then in the Miami and St. Petersburg areas and then in the waters off the Mississippi Gulf Coast.

It would mean a continuation of the same type of program for young girls and boys which the association has sponsored for a number of years out of Mystic. It is expected that a committee will soon be formed to make more definite plans. The association's manager is now contacting interested groups in other southern areas.

► The recent regular session of the Louisiana legislature passed a "Uniform Pleasure Boating Act," which is in essence similar to the recent national legislation on the subject. The Louisiana law, however, does not include numbering regulations. Under the act the term "watercraft" means watercraft propelled in any respect by machinery, including those equipped with outboard motors or sails. It will apply to all waterways of the state and supplement federal laws and regulations. Enforcement will be in the hands of the Louisiana Wildlife and Fisheries Commission as well as all city, state and parish (county) police officers.

The new regulations call for penalties for careless and reckless operation, negligent homicide, interference with

ering, riding on decks and gunwales of motor boats under 26 feet, and operating in restricted areas such as those marked for swimming. They also require that all boats, including those propelled by "muscular power" shall carry a light of some sort. The regulations spell out certain safety requirements and make the owner liable for any injury caused by negligent operation, no matter who the driver of the craft may be, provided the operator had the owner's consent for its operation. Penalties range from \$25 to \$300 fines and imprisonment of one year. Violators may also be refused the privilege of operating on the state's waterways for a year, and if caught during the period are subject to a \$500 fine or 90 days in jail or both.

► New officers of the New Orleans YC include Tom Trenchard, commodore; Paul Montelepre, vice comm.; Ray Slotness, rear comm.; and Charles Railey, Jr., sec.-treas. Board members are Gene Honore, Larry Thorne and Nofie Alfonso.

► Trophy winners in an impromptu distance race across Lake Pontchartrain sponsored by the Southern YC included Bill Hogan, sailing *Glass Slipper*, first to finish and first in the cruising class as well as first on the fleet corrected time; and Ray Troendle, sailing *Pimpernel*, first in the cutter class.

FLORIDA TRADE WINDS

By Vivyan Hall

► The Army Engineers are collecting further data on the question of 55' fixed bridges over the intercoastal waterway. All boats of 40' height or more passing through the Palm Valley or Deerfield Beach bridges are being given

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office. . . Herbert A. H. Cook's 60' ketch *Symfoni* is back at the Miami Beach Yacht Corp. after a 12,000-mile summer cruise to Spain and Italy, making the run from Genoa to the Beach in 43 days. Built in Stockholm for the King of Sweden, she now hails from Oyster Bay. . . Unlimited hydro winner Joe Taggart has been commissioning his Chris-Craft cruiser *Tommy-Ann* at the Hardie Yacht Basin up the Miami River. . . Seattle's Jack Colcock, new senior vice president of the American Power Boat Assn., has been down getting dope on the Orange Bowl's Union of International Motorboating nine-hour race.

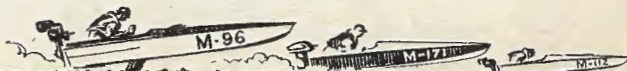
► St. Petersburg's Veterans' Day regatta had a fight for the Florida Flying Dutchman title that ended with Frank Levinson of Clearwater winner, Pat Duane of Delray Beach was second and William Blake of Tampa third. In Thistles, Louis Schowe nosed out national champion John Jennings and in the Gulf Fish, Maggie McClure beat the best the men could put against her. Other winners in the 142-boat meet were Dennis Snell of Gulfport in Windmills; Paul Lindenberg of West Palm in Moths; Bill Colvin of Clearwater in Snipes; Ernest Reiner of Tampa in 110s; Clint Johnson of Tampa in large sail area. Local leaders were Morgan Powell in Lightnings; Harry Sindle in Jet 14s; David Ellis in Skeeters; Edward Chandler in Beetles; Dr. E. N. Kahlenberg in small sail area; Donnie Krippendorf in Optimist Prams.

► The same weekend Roland Becker's *Interlude*, an Owens 40 cutter, moved down from Chicago to St. Petersburg, won her first southern race, the 13th annual Tampa-Fort Myers contest. Though plagued by light airs the whole 125 miles, *Interlude* had a corrected time of 29:26:01. Runner-up with 29:59:17 was Jim Turner's new 51' yawl *Jamel* and third the Venice syndicate's *Sindy*. John Innes' yawl *Bluejacket* from Sarasota took class B.

► Coral Reef's third annual Optimist Pram regatta Nov. 15 had 55 eight to 14-year-olds battling on Biscayne Bay. Miami YC, headed by William Bailey, retired the Pirie team trophy with their third win. Coral Reef was runner-up followed by West Palm Beach Propeller & Sail, St. Petersburg YC, Biscayne Bay YC, Lauderdale YC, Coconut Grove SC, Key Biscayne YC, Lighthouse Point, Coral Ridge, Miami Military Academy. State champion Larry Mullins of West Palm Beach was high man, John Chesney of Coral Reef was second, then Patsy Twitchell and Donnie Krippendorf.

► There is increasing activity in 135 inboard hydroplanes on the east coast. Jack Shrewbrooke of Pompano Beach is buying one as are Stuart Wilson of Fort Lauderdale and H. J. Fletcher of Miami Springs. Weldon Ropp's new boat from Henry Lauterbach has already been delivered at Miami. Decke Fugate at Lauderdale is installing a new engine in the boat he has been racing for a couple of years. Former national champion Bob Hamilton is reconditioning his *Shake Rattle 'n' Roll*.

► The fall regatta of the Broward Outboard Club on Hallandale's Lake Judine pulled strong out-of-state representation. Ted Thompson of Randalstown, Md., took the B stock hydros and Douglas Van Rossum of Baltimore the JUs. Donald Christy of Baltimore won the BUs and took second in the AUs. Tiger Petrini of Annapolis was third in the JUs. On his home course William Ritter took both the A and the C stock hydros. The DSHs went to Don Baldaccini and the AUs to Billy Hutchins both of Miami.



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BAHAMA CHANNELS

By Shell Nulty

► The Sixth Annual Out Island Regatta will be conducted at George Town, Exuma, Apr. 23-25, it has been announced by Robert H. (Bobby) Symonette, chairman of the Out Island Regatta Committee. Dates for the 1959 regatta, later than usual, coincide with an announced visit to the Bahamas by H.R.H. the Duke of Edinburgh. Interest among Bahamian skippers in the Out Island Regatta has been heightened with the announcement that the race from Nassau to George Town will again be held a few days in advance of the main events. This 133-mile voyage, with a special trophy and cash award to the winner, is expected to attract several of the larger sloops from the northern Bahamas. The Nassau-George Town event was inaugurated last year and won by *Ego*, sailed by Capt. Herzon Moxey of Ragged Island. *Ego* also won the Ward Wheelock Memorial Trophy, donated by YACHTING Magazine for the best-kept boat not new since the previous Out Island Regatta.

► Don McCarthy, Fishing Information Director for the Bahamas Development Board, who has made many fast friends among the yachting fraternity during his years in Nassau, Bimini and Miami, suffered a stroke while on a fishing expedition off Rock Sound, Eleuthera, and was rushed to Nassau's Princess Margaret Hospital for treatment. He rallied fast after some uneasy moments and is expected to be again giving expert angling advice to Bahamas visitors when the new year rolls around. . . . Newest member of the Nassau Charter Boat Association fleet is *Windrush*, a 35' Chris Craft Commander operated by Capt. J. E. Lowe out of Nassau Yacht Haven. . . . Esso Standard Oil (Bahamas) has ordered a new small tanker which will be

commercial installations in the Out Islands. The tanker will be supplied from the new Esso bulk products terminal at Clifton Pier, on the south side of New Providence, and will range the Bahamas from Grand Bahama to Inagua.

► Nassau will again play host to the Star Class International Spring Championships in 1959 at Nassau YC Mar. 29-Apr. 4 on Montagu Bay. Preceding the Spring Championship series of three races will be a three-race open competition for the Myers Cup. Indications point to a turnout of 15-20.

► *Ca Va*, J. W. Hershey's 40-foot yawl from Texas Corinthian YC, will be defending champion when the Southern Ocean Racing Conference series gets under way. First test is the Sir Thomas Lipton Cup race off Miami Beach on Jan. 31. The Miami-Nassau Race will start Feb. 3 and the Nassau Cup Race, a one-day event off Nassau, is Feb. 7. The balance of the slate hinges on conditions in Cuba, but if all goes well the St. Petersburg-Havana race will start Mar. 14 and the Havana-Varadero race will close out the circuit.

► An extra bit of international competition closed out the Hayward Trophy Western Hemisphere Snipe Championships near Nassau Oct. 26-Nov. 2. Snipe sailors from Miami YC, who loaned the host Nassau fleet several boats during the Hayward Trophy series, challenged in a team match that was a sweep for the Bahamas as the host team won 5654-4979. Godfrey Lightbourn, Peter Christie and Geoffrey Johnstone captured the first three places in the eight-boat match.



NEWS FROM BERMUDA

By Llew Vorley

► Bermudians will be celebrating the 350th anniversary of the founding of their Colony during 1959 and special international yachting events will have their rightful place in the activities of the year. In addition to local series held throughout the year there will be five major international events of interest to visiting yachtsmen. International Race Week is scheduled from Apr. 20-25 and will include visiting as well as local participants in the IOD, Luders 16, International 14', Firefly and Snipe classes. This will be the first time that the Snipes have competed during Race Week. The Edward, Prince of Wales Cup and Trimmingham Trophy races for the 5.5 meter class will be held from May 3-9.

The Luders 16 International Class championship will be sailed in Bermuda Aug. 18-22 and in October the first cham-

pionship for the International One Design Class will be held. This series, with one entry from each IOD fleet in the U.S., Europe and Bermuda, is slated to start Oct. 5 and will be followed by a team race between Bermuda and Norway.

► It had been hoped to stage an ocean race between Miami and Bermuda in May 1959 but the idea has now been abandoned officially by the Royal Bermuda and the Coral Reef YCs. A proposed race from Bermuda to Jamestown has met a similar fate.

► During the past three months or so local yachtsmen, both individually and as a team, have registered good performances in racing abroad. In August, Peter Richold of the Bermuda Sailboat Club was runner-up to Jack Vilas in the L-16 class championship at Chicago with Brownlow Eve of the Royal Bermuda YC fourth over-all. Llew Gibbons, of RBYC, was elected president of the L-16 class for 1959. Following the Chicago meet a local L-16 team of Brownlow Eve, Peter Richold, Cyril Cooper and Sydney Greet wound up in a three-all tie with the Indian Harbor YC in a series at Greenwich, Conn., for the Aberfeldy Trophy. The IOD team of Sir Bayard Dill, Warren Brown, Archie Brown, Oliver Brooks and Leon Barnes were more decisive, beating a Long Island Sound team by four races to three for another leg on the Amorita Cup. Bernard "Easter" Hayward of the St. George's Dinghy and Sports Club in Bermuda won the Western Hemisphere Snipe Championship at Nassau, ably assisted by crew member Charles Brown. The winner of this championship two years ago was Eugene "Penny" Simons, also of Bermuda, who represented the Spanish Point Boat Club in the event at Nassau this year.

► Brownlow Eve of the Royal Bermuda YC chartered a Dragon and entered the last Olympics at Australia as Bermuda's sole representative. He has now had a new Dragon built by Bjarne Aas in Norway and went over to Europe during the summer to participate in regattas in Norway and Sweden. He has brought his boat back to Bermuda and hopes to have a crack at the next Olympics. She is the only Dragon in local waters but hopes are high that others may become interested. Meanwhile Brownlow keeps active in the L-16 class.

► J. H. Hedden's *Good News*, first to finish in the 1958 Bermuda Race, was back again during November, en route to the West Coast.

► Alan Joel of Bermuda plus a crew of three had a bumpy trip from Montauk Point to Bermuda in Mr. Joel's 38' sloop *Kukaburra*—a new import to the Colony. They encountered two gales during the ten-day trip and lost the spar in the second. However the boom was rigged as a jury mast and the thankful quartet made port somewhat exhausted but unharmed.

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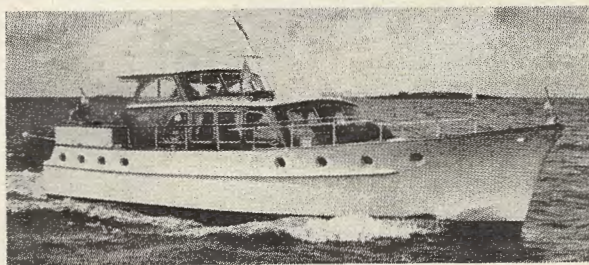
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TEXAS YACHTING

By Julian P. Fisher

► Owners of 5.5 Meter yachts have a January annual meeting scheduled to decide on sites for the class competition this year, which is likely to be away from Texas. It was at the Texas Corinthian YC, near Kemah, Texas, on Galveston Bay, that the United States 5.5 Championship, Giovanelli Cup and Scandinavian Gold Cup were won in October by TCYC's Ernest B. Fay, in *Flame*.

► The Bayshore Boat Club, of Baytown, a leading outboard motorboat club in the state, has elected Ernest Perry of Houston commodore for 1959. Other new officers are S. W. Taylor, vice comm.; Robert Lowrie, rear comm.; Travis Starr, sec.; Richard Carstens, treas.

► The Galveston Bay Cruising Assn. wound up its closed-course and over-the-bottom season in late November after eight months of weekend racing, the longest series of its kind in this area. The winners were Mrs. S. E. Smartt, Jr., with the Sound InterClub sloop *Intrepid*, Class A; Carroll D. Blanchard, *Sinsonte*, Ranger Class, Class B, and Richard Knapp, *Karen*, a Dutch Treat, Class C.



BOOKS

CRUISING THE GEORGIAN BAY, by Kenneth McNeil Wells (Kingswood House of Canada, \$4.00). Great Lakes yachtsmen, many of them familiar with the easy piloting and clear, sheltered passages of North Channel, are likely to take one look at the general chart of neighboring Georgian Bay and say "No thank you." For this is big water and open water (practically a sixth Great Lake), with shores that appear far from hospitable. Nevertheless, many stretches of the cliff-bold western coast are of fantastic beauty, with excellent harbors, and the tens-of-thousands of islands that stud the eastern coast form what is obviously a gunk holer's paradise.

In "Cruising The Georgian Bay" Mr. Wells has done a methodical and highly informative job of simplifying the navigation of these waters. From many years of experience he has compiled a circle cruise covering harbors of major interest and reasonable accessibility. Forty ports are included, with pertinent information on approaches, facilities and points of interest. The numerous photographs include 20 aerial survey views. Much of the romance of these historic shores is reflected in the pages. The author's style may become irritating to some readers, but this detracts nothing from the real value of the book. Few areas have more to offer cruising people, and Mr. Wells' book is certainly a must for every skipper who contemplates exploring Georgian shores.

N. L. T.

HARBOR OF THE LITTLE BOATS, by William Huntsberry (Rinehart & Co., \$3.00). Despite the title, this is not a place where the Bobbsey twins sail their toys. The harbor is Honolulu's yacht harbor, and what goes on there would send the Bobbsey twins screaming to Nurse Jane Fuzzy Wuzzy, as bodies litter the harbor bottom like old beer cans, and all sorts of bash-'em-in activities of the tough guy school of whodunits take place. It is a good suspense plot, neatly enough turned, and the nautical details are eminently correct as far as they go, though no one ever gets underway for any great distance. If we'd been moored there we would have headed for the sea buoy at the first drop of a body, but it

(Continued from page 63)

Six-Meter Class contestant over many years, is already well under way. Money is subscribed for the five Internationals, which are being built for spring delivery by Bjarne Aas in Norway, and for the mother ship. A non-profit New York Corporation will own the sloops.

Associated with Mr. Whiton in the early stages of this project are such outstanding yachtsmen as Cornelius Shields, Emil Mosbacher, Jr., William S. Cox and Briggs S. Cunningham. It is hoped they and others will constitute a group of "master sailors" who will devote some time to the instruction on a rotating basis.

A rather large governing board is planned, and numerous methods of raising income to carry on the work are under consideration, including subscriptions from sustaining yacht clubs, individuals, etc. There are no geographical limits on the project, but with headquarters in western Long Island Sound the first season's activities will presumably cover as wide an area on that part of the coast as it is practical to move the fleet about in during a season.

Yachtsmen interested in furthering or learning more about the Small Boat Training Facility are urged to communicate with Herman F. Whiton, Rm. 2214, 551 Fifth Ave., New York, N.Y.

NEW RACING RULES ADOPTED

(Continued from page 63)

We can thank the British yachtsmen for making adoption possible this year. There has been considerable opposition to the "new" rules by some groups in Britain. Both Peter Scott, president of the IYRU, and G. Sambrooke Sturgess, who is a member of the rules committee, felt the new rules were better, and so convinced their countrymen that England was the country to formally propose adoption this year.

This change in racing rules was far from the only big news in London. The Snipe Class was recognized as an IYRU Class. Feelers for recognition were put forth by the Lightning Class and my personal opinion is that now that the class has published measurement tolerances it has a good chance of recognition next year.

In the case of 12 Meters, the size both of the cockpit and of spinnakers are to be limited.

In the 5.5 Meter Class it is now permissible to carry a third spinnaker which must be of smaller size. American 5.5 skippers had hoped to gain a change in rules to permit a crew of four persons instead of three, but this was turned down.

In the Dragon Class there was much tightening up and clarification of rules. The measuring procedure was clarified.

JANUARY, 1959

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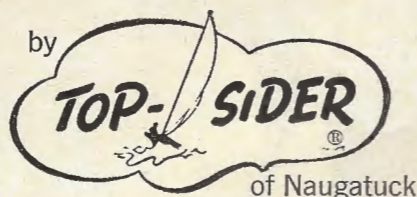
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A standard one-design spinnaker was adopted. In general, the class was made far more one design.

The IYRU's Small Boat Committee effected some tightening in the Flying Dutchman Class rules. In the International 14-Foot Class they doubled the present allowable size of suction bailers and transom traps.

As regards the Olympics, it was decided to have seven races, with the best six counting.

We've merely touched on the highlights of the five days of discussion. Classes administered by the IYRU will get full details from the NAYRU.

Just as soon as the NAYRU rules have been modified to conform with the new code, they will be presented and discussed in YACHTING. It is anticipated that the new rules themselves will be available shortly after the first of the year from the NAYRU, 37 West 44th St., New York 36, N.Y.

R. N. BAVIER

BLUE WATER MEDAL TO HOLCOMB

(Continued from page 63)

turned via Panama to San Francisco.

They overcame such dangers as being caught in a hurricane in Australia's Brisbane River, having a swordfish drive its bill through the ship's bottom, and grounding on a reef due to rudder failure.

ONE-OF-A-KIND REGATTA

(Continued from page 62)

ning, Windmill and Snipe skippers are among the top notchers sailing boats that have already competed before. The 1954 winning boat, the 5-0-5, will be sailed by the newly crowned U.S. class champ in a regatta to be held at Coral Reef immediately before the One-of-a-Kind.

The 1954 winning skipper, Eric Olsen of Essex, Conn., with Glen Foster crewing, will sail a brand new catamaran being concocted by Bill Cox and Bob Harris. The highly-touted British Shearwater will be represented, as will Hawaiian designs by Rudy Choy and Woody Brown, plus a Malibu Outrigger, winner of a recent West Coast One-of-a-Kind competition. Some new mono-hull classes expected are: Flying Scot, Scat, Rebel 16, Gannet, Albacore, Southeaster, Suicide, Interlake and Mobjack.

The boats will be rated on official measurements, including length waterline afloat with the crew on board, according to the following One-of-a-Kind Rule:

$$\text{Rating} = \frac{\text{Length} + 1.3 \sqrt{\text{Sail Area}}}{2}$$

Where Length — l.o.a. .7 l.w.l.

There will be a minimum of three and a maximum of five races depending on conditions, and an innovation in this regatta will be runs for pure speed over a measured distance. This should provide some interesting data on that much discussed subject of how fast planing sailboats actually go when they get up on top on a reach.

BILL ROBINSON

DALE YACHT BASIN SOLD

► Dale Yacht Basin of Bay Head, N.J., started in 1926 by F. Slade Dale, well-known yachtsman who was awarded the Cruising Club Blue Water Medal for a 4600-mile Caribbean cruise in a 23' sloop, has been sold by him to Dane and Douglas Hahn of Ridgewood and Mantoloking, N.J., who will continue it and its three other Jersey Coast outlets under the same name. Dane Hahn, an experienced sailor and formerly vice-president in charge of sales for E-Z Mills, will be the general manager. It is one of the largest pleasure boat showrooms and service facilities in the country.

BOSTON U. WINS WAR MEMORIAL REGATTA

► A feat, believed unparalleled in Middle Atlantic district history, was accomplished Nov. 15-16 when Boston University won its third straight annual Middle Atlantic ISA Fall Invitational at the U. S. Naval Academy.

No invading team has won this event three years in a row; and furthermore BU scored an unprecedented sweep of the first three places. Boston U. tallied 308 points in 26 races. Brown finished runner-up at 280, as Dexter Thede and Otto Scherer were third for Michigan, 266-250, over Navy in the 14-college event.

Boston U. skippers Harold "Hatch" Brown and Wallace Everest, with Fred Vohr and Anne Maguire as crews, liked the light to moderate winds. In eleven races in Gannets on Saturday, Michigan was overhauled by Brown after six contests. The Bears in turn yielded to Boston U. as the day's racing ended with the Terriers having 121, Brown 119, Navy 118, and Michigan 113. On Sunday, the defenders were threatened by Brown skippers Ted Turner and Nick Noyes, and then pulled steadily away, with Hatch Brown icing matters for BU with firsts in his last three starts.

High Point honors went to Michigan's Thede, 157, in Division "A". Wally Everest edged Bill O'Connor of Georgetown, 155-154, for Division "B" honors. The final scores of the other teams were: Georgetown 241, Colgate 223, Princeton 222, Fordham 215, Cornell 193, Wayne 188, Pennsylvania 178, Kings Point 177, Haverford 133, and Webb 128.

CLINTON H. CRANE

(Continued from page 62)

1896 when he designed and sailed the half-rater *El Heirie* to win the Seawanhaka Cup trials. During the first decade of this century his *Dixies* and other displacement-type speedboats dominated the Harmsworth Trophy and other international contests among the then-revolutionary gasoline-engined powerboats. In the same era an 85-foot schooner of his design, *Dervish*, won one of the early ocean races to Bermuda. And the firm of Tams, Lemoine and Crane, of which Mr. Crane was the designing genius, was turning out a lion's share of the big luxury yachts—sail, steam and power—of the day.

About 1912 Mr. Crane gave up professional yacht designing to take over management of the St. Joseph Lead Co., whose head he remained until his retirement a few years ago. Within 10 years, however, he was designing yachts again for himself and friends as a hobby. In 1925 the Six-Meter *Lanai*, of his design, recovered from Scotland the Seawanhaka Cup, for which *El Heirie* had been defeated by the Canadians almost 30 years before.

When the America's Cup challenge came for a race in 1930 Clinton Crane was one of the four American designers chosen to design defending Class J sloops, and although his *Weetamoe* was beaten in the final trials many observers felt that, given equal handling, she was the fastest all-around design of the four. His 12-Meter sloops were outstanding later in the 1930s, and in the past few years he has continued an active interest in yacht design, conducting many tests with small craft at his summer home in Maine.

Clinton H. Crane was a major factor in the sport, and his book, *Clinton Crane's Yachting Memories*, is an important part of the published history of yachting. Readers of this magazine will recall articles on yacht design by Mr. Crane, in the March, 1957, and July, 1958, issues, and articles about him in the May, 1952, and January, 1957, issues that tell far more about him than we can do here.

WM. H. TAYLOR

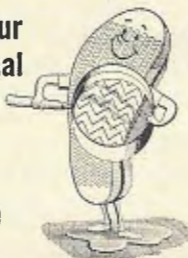
ENGINEERS MAKING YACHT SURVEY

► Until next Nov. 1, all yachts having heights of 40 feet or more will be logged and their operators required to fill out a questionnaire while using the Atlantic Intracoastal Waterway. The study is part of a continuing program for arriving at eventual bridge clearances over the waterway. Last fall, the Army Chief of Engineers, Maj. Gen. E. C. Itschner, announced there would be no change for the time being in the present 80-foot fixed vertical clearance. Instead the En-



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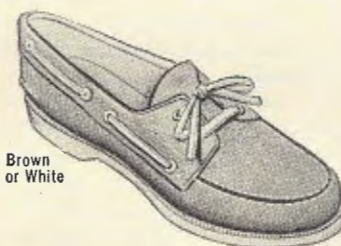
Loose-Lined for breezy, non-chafing comfort. Amazing flexibility, double-deep heel cushioning. Men's, 5-14; Women's, 2½-10½; Junior, 1-4½.



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Sponge-cushioned arch. Reinforced at toe and sides for extra-long wear. Men's, 4-14.



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Soft hand-crafted, water-resistant elk—so light it actually floats. Genuine steel shank. Men's narrow or wide, 6-14. Women's narrow, 5-10; medium, 4-9.



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Fashion favorite with real safety! Elasticized edge hugs low—permits even untan. Women's narrow, 5-10; medium, 4-9.



It's been a great year for yachting!

The big event of 1958 was, of course, the America's Cup Race. "Columbia's" victory over the challenger "Sceptre" allowed the coveted "Aulde Mugge" to stay in its place of honor at the New York Yacht Club.

The Bermuda Race saw Carleton Mitchell sail "Finisterre" to his second victory against a record field of 111 starters.



Fred E. Lawton

The Gold Cup was won by Edgar Kaiser's "Hawaii Kwai III." Meanwhile, in many outboard regattas around the country, spirited competitors were settling the various APBA Divisional Championships.

News of a different sort came, when Congress passed the new Federal Boating Act. This bill transferred to the states increased authority over their own navigable waters.

The past year also brought technological progress. Radio Direction Finders now feature transistors, Marine Radiotelephones are more compact than ever—and aluminum and fiberglass are being used more widely in yacht construction.

One especially pleasing trend was the growing interest in safer boating. The USPS, the USCG Auxiliaries, and other groups report increased attendance at their courses.

All in all, a fine year—with the promise of interesting new developments to come. For one thing, there are rumors of challenges to the America's Cup. And your state legislature should be enacting what I hope will be sound, constructive, and non-restrictive legislation to take advantage of the new Federal Boating Act.

Then, if you're like me, you've been eagerly awaiting the boat shows. They provide a great opportunity to plan new purchases—or just browse among the newest, most advanced equipment. You may also want to pick up some of the free safety information that the boating groups I mentioned above will be distributing at their booths.

Incidentally, I'll be at Raytheon's booth at the National Boat Show in New York, and I'll be looking forward to welcoming you personally. I'll be more than glad to answer any questions—or just talk boating. See you there!

Fred E. Lawton

Fred E. Lawton, Professional Sailing Master of America's Cup winner COLUMBIA, is a veteran of 30 years at sea. He is a popular speaker on marine safety to boating groups throughout the country.



"Safety Makes a Happy Ship"

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possibility of movable spans with lower clearances when in position.

The new survey, which began in November, provides for logging all masthead vessels of 40 feet or more using the waterway between Norfolk, Va., and Port Everglades, Fla. Actual physical measurement is taking place, according to the Engineers, at Great Bridge or Deep Creek Locks, near Norfolk. Later, questionnaires are handed out by bridge tenders at the Palm Valley bridge near Jacksonville Beach and the Deerfield Beach bridge 15 miles north of Fort Lauderdale. Operators are requested to fill out the forms and mail them back to the Engineers without delay.

Comments Col. Paul Trexler, district engineer at Jacksonville and chairman of a committee of officers studying the bridge problem: "It is our sincere hope that we will have the full cooperation of all vessel operators in our efforts to collect this information for the next year."

MALCOLM DOUGLAS LAMBORNE

HINMAN HEADS NEW YORK YC

► George R. Hinman was elected commodore of the New York YC, succeeding J. Burr Bartram, at the club's annual meeting Dec. 18. Other officers named included H. Irving Pratt, vice comm.; Chauncey D. Stillman, rear comm.; W. Mahlon Dickerson, sec.; DeCoursey Fales, treas. Committee chairmen elected were Julian K. Roosevelt, race com.; VAdm. F.E.M. Whiting, USN (ret), house; Clarence H. Young, membership. Trustees named were Charles F. Havemeyer, G. W. Blunt White and John B. Shethar. Measurer is Robert S. Blumenstock.

STAMFORD YACHT HAVEN EXPANDS

► The new Yacht Haven at Palmer's Island, Stamford, Conn., operated by John Scott-Paine, which opened last spring with about 100 slips available, expects to have 200 slips ready by the spring of 1959, together with other new facilities as part of a program that will make it the largest marina on Long Island Sound.

New boat showroom facilities, more dredging and the construction of a third pier are in the works at the moment, and future plans call for a restaurant, pool, motel and additional hundreds of slips as piers are built. The planning for the project started in January 1956, and work was actually started after the Scott-Paine Marine Corp. was founded in August 1957 with an S.E.C.-regulated underwriting through a member firm of the N.Y. Stock Exchange for shares of common and preferred stock yielding \$280,000, believed to be the first such underwriting of a marina.

BOSTON
MT. CLEMENS, MICH.

Congratulations to Hank Burkard, Bayview Y.C., Detroit, who has taken 44 firsts in 63 starts with his 39-foot "Meteor III". Boston Yacht Sail Co., 34 Riverside Drive, Mt. Clemens, Michigan.



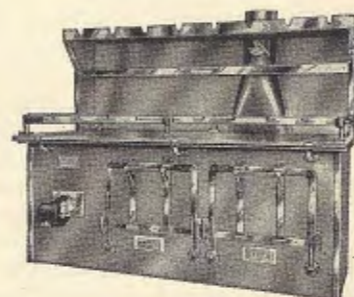
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LASTS 3 TO 5 YEARS

In the most severe tests, in all-season use in both fresh and salt water, Juscalon retained its gleaming fresh look for a minimum of three years. Its tough, flexible 'skin', bonding tightly and permanently to all surfaces, because of its acrylic nature, never cracked, chipped, peeled or crazed. And it proved remarkably resistant to abrasions. Acids, alkalis, chemicals, and oils as well as water were locked out forever. Corrosion and deterioration was stopped instantly and permanently.

JUSCALON

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As an acrylic plastic coating, Juscalon is composed of millions of plastic particles that join together into a single sheet-like unit that waterproofs your boat. On wood boats this means hundreds of pounds of water absorbed into hull planking previously stays out. You get increased speed and your boat planes higher. Because Juscalon is a flexible, 'live' coating, expanding and contracting with temperature changes, seasons have no effect on its beauty and protective qualities.

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GLOSSARY FOR BOAT BUYERS

► What really belongs in the ditty bag of the successful window shopping yachtsman is a book, from which we are prepared to quote. It won't say how to sail, tie knots, master shade tree carpentry or report underwater obstructions, but it is guaranteed to interpret the boat ads, so here's spray in your face:

The basic glossary we started for our protection begins with A-1 Condition (built in the 20th century), and ends with Versatile At Sea or Inland (could convert to restaurant).

Attractively priced (make us an offer for this turkey) and An Older Boat (see A-1 Condition) might fill somebody's bill, but Hard To Improve On (said of all fully found yachts) and Better Than New (no photo) almost has us whistling for our banker.

Compact (housekeeping optional), suggests less than Excellent Accommodations (love that electric organ), and Extensive Inventory (see Excellent Accommodations) has much to recommend it.

Going back for another look, Easy To Maintain (shipyard handles in crisis) and Exceptional Headroom (previous owner stoop-shouldered) are helpful tags.

Positive shoppers would appreciate Family Boat (floats with or without kids) if it were only Luxuriously Furnished (white elephant). The perfect boat has Convenient Layout (bring nothing from home), and Excellent Value (small white elephant).

The trouble is that In Desirable Repair (some paint recently) is often for sale by Owner Bought Bigger Boat, Owner Going Abroad, or Owner Going West (may have lien) and just no longer interested.

Shipyards and marinas are full of Used Little (bunks fold out over galley), Compact, Cosy (smaller than Compact), In Good Repair (paint and wood recently), and Recently Gone Over (bring small knife, sharp fingernail). Also, Ready For Extended Cruising (see harbor master about lost anchor), Rugged, Roomy (bring everything from home), Priced To Sell (See Used Little) and Ideal Cruiser (owner bought smaller boat).

Now take the boat buyer's guide and look up Good, Fast Sea Boat (worth bargaining over), Real Sea-Going Little Ship (look twice, anyway), Good Little Sailer (mow the lawn next week) and whip on down to where they lie. As a matter of fact, we bought one, and if it's ever listed, we'll call it *Owner In Paradise*. JULIAN P. FISHER

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CAPTAINS CLUB, INC. SERVICE PLAN

► A new national organization known as Captains Club, Inc., with Walter J. Boyle as president, has been formed, offering a package of cruise aids, services, special benefits and credit conveniences to yacht owners and cruising enthusiasts.

Boyle calls the new firm "the service club of the waterways," bringing to boat owners an all-inclusive service plan similar to those enjoyed by motorists, but never before available in the boating field.

A regular membership costs \$20 a year and entitles the member to an exclusively prepared local area cruising map covering a 150-mile radius, long range cruising and chart procurement service, special club group marine insurance, navigational aids, national all-purpose credit conveniences, gasoline credit cards, monthly newsletter, credit and check-use privileges at club-authorized service points.

First franchises in the new organization have been awarded in the Florida area this winter, and include marinas, marine retailers, restaurants, motels and hotels, as well as port area service shops such as food and drug stores and laundry and dry cleaning establishments. Over 80 top Florida spots had been signed by the end of the year, and such world wide organizations as the Diners Club and Lloyd's of London were announced as participating in the plan. Boyle stated that plans call for expansion of the Captains Club system into a nation-wide network.



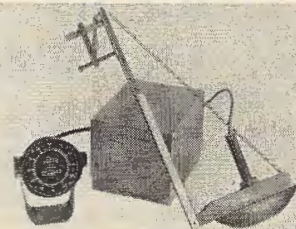
Fiberglass 13'9" Seminole Class sloop

SEMINOLE CLASS ORGANIZES

► A non-profit organization has been formed to promote the new Seminole sloop designed by Harold S. (Dooley) Glander of Miami as a racing class, with John H. Mercer, Jr. of Coral Reef YC, Miami, Fla., as president. The Seminole has a white fiberglass hull and colored deck, Dacron sail and is of hard-chine construction, 13'9" x 4'7", and sells for \$785, with sails, f.o.b. Glander Boats, 5960 SW 78th St. South Miami

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ORDER DIRECT—Specify voltage desired and type of mounting bracket. We pay shipping charges if you send full amount. Or write for literature.

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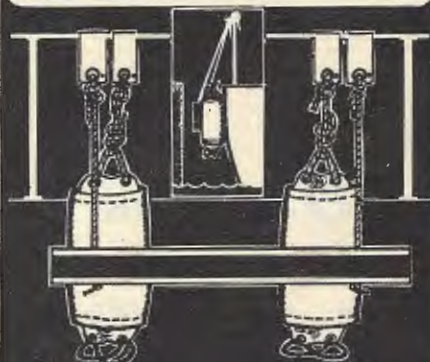
Permanent Transom Bracket. **6.95**

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Order direct if your dealer cannot supply you. We ship anywhere in the USA prepaid!

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RANDALL M. KEATOR, SR.

► Randall M. Keator, Sr. of Rumson, N.J., known as "Unk" to hundreds of New Jersey racing sailors, died suddenly on Dec. 5 the day before he was to be surprised with the first presentation of a new trophy named in his honor at the annual dinner of the North Jersey YRA. It is a perpetual trophy to go to the junior champion of the NJYRA, who each year goes on to national competition in the Sears Cup.

Comm. Keator was one of the founders of the North Jersey YRA in 1953 and its first commodore. When he retired after three terms in 1956, he was named permanent Honorary Commodore. He had also been commodore of Monmouth BC, Red Bank, N.J. and of the Metropolitan District of the Lightning Class, and had been active in all forms of boating activity on the Jersey shore for almost 60 years. He learned to sail on Polly's Pond, Rumson, as a child, competed in the early sailing races of Rumson CC after the founding of that club in 1908, and had been active in iceboating, outboard racing and sailing ever since, as well as rowing on the Columbia U. crew as an undergraduate. He had recently completed a 23 foot cabin cruiser which he assembled from a kit in his home workshop.

SINDLE, ROHRSTAFF WIN NAEBM SCHOLARSHIPS

► Scholarships for correspondence courses in naval architecture and marine engineering at Westlawn School of Yacht Design, Montville, N. J., each valued at \$300, have been won by Harry R. Sindle of Little Falls, N. J., and Reidar Rohrstaff, Manistee, Mich. in a nationwide competition against 42 contestants. The scholarships are awarded by the National Association of Engine and Boat Manufacturers to employees of member firms. Sindle, well-known racing sailor, is sales manager of Siddons and Sindle, sailboat builders and importers, and Rohrstaff is on the research staff of Century Boat Co.

NEW GREAT LAKES CHARTS

► New Great Lakes Chart Editions have been announced by the U.S. Lake Survey, 630 Federal Bldg., Detroit 26, Mich. They include No. 92, St. Mary's River to Au Sable Point, Mich., and to Montreal Shoal, Ont., including an insert of Grand Marais, Mich., and No. 93, Grand Marais to Big Bay Point. They cost 75¢ each and may be ordered with money order or a check on a U.S. bank, payable to the Treasurer of the United States.

An illustration showing a man in a dark shirt and light pants painting the side of a boat with a brush. Another man is visible on the boat's deck, looking down. In the foreground, a can of Dolfinite 1100 Super Marine Spar Varnish is shown with a brush resting on its lid. The can has the text 'DOLFINITE marine products' and '1100 Super Marine Spar Varnish' on it. The background shows a cloudy sky and a distant ship.

Easier to apply,
faster to dry
even in damp weather . . .
durability that "outshines"
any other spar varnish

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INTRODUCING The **Nassau** by **MUNSTON**

Munston's MRT-30 B, The Nassau, has incorporated all the fine quality of design, construction and reliability that is found in the Radio Telephones built by Munston for the U.S. Coast Guard and U.S. Navy.

The exterior design was created by one of the country's leading industrial Designers and is supplied in beautiful neutral decorator's colors to blend into any cabins' decor. Technical features are 30 watts input • Full F.C.C. specification compliance • 5 channels plus broadcast band complete with push-to-talk microphone, crystals and antenna • Economically priced to meet the lowest budget.

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MIAMI BOAT SHOW

► A backdrop of construction on Florida's largest marina will provide an appropriate setting for the 18th annual Miami International Boat Show, Feb. 20-25. The construction activity is centered around Dinner Key Marina which the City of Miami is expanding to more than double its former size at a cost of \$1,100,000.

This development of new facilities adjacent to the building housing the Miami International Boat Show points up the important role this event has played in the Miami marine picture since its inception in 1937.

Dinner Key Marina hadn't even been thought of when the Miami International Boat Show was inaugurated at the end of the depression, and pleasure boat industries in the Miami area were strictly small scale and scarcely compared to today. There were 12 exhibitors and three boats in the inaugural show, held under a tent in Bayfront Park. Total attendance was estimated at 300.

"This year we'll have more than 300 exhibitors, 200 or more boats and we expect to beat last year's record attendance of 106,000," show president Harry Santana reports. "We've enlarged our tent marina to give us 125,000 square feet of space."

While the Miami show is now known nationally and internationally, its numerous local exhibitors serve to emphasize the vast development of Florida marine industries in recent years. Eight of the 12 original exhibitors still are in the show. Another "local" is Forrest E. Johnson, dean of Florida boatbuilders. Johnson has been building boats in Florida since 1917 when he opened shop on a small scale in Key West. He moved his operation to Miami in 1920.

"At that time there weren't more than three boatbuilders in all Florida, and I don't believe any of these is in business today," says Johnson, whose high-speed Prowlers have won him fame throughout the boating world. Today the Dade

County alone, and there are scores of other concerns manufacturing boating accessories ranging from trailers to electronic equipment.

The county's various marine industries employ nearly 10,000 persons and have an annual payroll of \$30,000,000. Boat ownership is estimated at one for every seven families—well ahead of the national average—and the annual expenditure for services and supplies is estimated at \$30,000,000.

In recent years the Miami Boat Show has attracted more and more attention from south of the border and many sales have been to Latin American visitors. Manufacturers also have found it an excellent place to make arrangements for Latin American distributorships in the various Latin countries.

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► A network of weather navigation stations on the 200-400 kc band throughout the U.S. and its territories is operated by the Civil Aeronautics Administration. At 15 and 45 minutes after every hour, day and night, these stations give a complete summary of local weather conditions and of those at eight or 10 other CAA stations within 100-300 miles in all directions. Although there is special aviation information in the broadcasts, they contain much data of interest to boatmen, and some of the stations also broadcast local storm warnings based on radar reports of the location and intensity of thunder squalls and line storms and their direction and rate. A catalog of charts showing CAA stations, marine beacons and their frequencies may be secured from Director, U.S. Coast and Geodetic Survey, Washington 25, D. C.



A new system for getting storm warnings to the boating public was tried out in the Boston area with the display of warning signals beneath a Coast Guard helicopter. The system has been approved by the U.S. Weather Bureau and could prove a great help in spreading last minute storm information

► The National Association of Engine and Boat Manufacturers has announced a cash prize of \$1,000 as the Thomas Fleming Day Award to be given annually for the best newspaper writing on recreational boating activities. Based on a minimum of four articles, the award will be for a distinguished example of such coverage in a daily, weekly or Sunday newspaper. Material must be submitted before Jan. 31, 1959 to the Day Award Committee, Division of Journalism, School of Public Relations and Communications, Boston University, 640 Commonwealth Ave., Boston 15, Mass. Entry forms may be obtained from Dr. Joseph A. Del Porto, chairman.

NATIONAL SAFE BOATING COMMITTEE

► The National Safe Boating Committee, a joint committee of representatives of commercial and pleasure boat interests, met in St. Louis recently to set up ways to increase harmonious relations between commercial and pleasure boat waterway users.

A speakers bureau has been formed to develop the program nationally, with first activity in the Mississippi and Ohio River valleys. Commercial river pilots will discuss the common problems of the two types of boatmen.

GUIDE TO BOOKS

► A 1452-page publication entitled "Subject Guide to Books in Print" can be an aid to those interested in finding out what books are available on boating, yachting and fishing subjects. The book, published by R. R. Bowker, 62 W. 45th St., New York, is primarily a library and bookstore reference tool.



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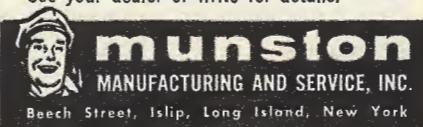


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MIAMI BOAT SHOW

► A backdrop of construction on Florida's largest marina will provide an appropriate setting for the 18th annual Miami International Boat Show, Feb. 20-25. The construction activity is centered around Dinner Key Marina which the City of Miami is expanding to more than double its former size at a cost of \$1,100,000.

This development of new facilities adjacent to the building housing the Miami International Boat Show points up the important role this event has played in the Miami marine picture since its inception in 1937.

Dinner Key Marina hadn't even been thought of when the Miami International Boat Show was inaugurated at the end of the depression, and pleasure boat industries in the Miami area were strictly small scale and scarcely compared to today. There were 12 exhibitors and three boats in the inaugural show, held under a tent in Bayfront Park. Total attendance was estimated at 300.

"This year we'll have more than 300 exhibitors, 200 or more boats and we expect to beat last year's record attendance of 106,000," show president Harry Santana reports. "We've enlarged our tent marina to give us 125,000 square feet of space."

While the Miami show is now known nationally and internationally, its numerous local exhibitors serve to emphasize the vast development of Florida marine industries in recent years. Eight of the 12 original exhibitors still are in the show. Another "local" is Forrest E. Johnson, dean of Florida boatbuilders. Johnson has been building boats in Florida since 1917 when he opened shop on a small scale in Key West. He moved his operation to Miami in 1920.

"At that time there weren't more than three boatbuilders in all Florida, and I don't believe any of these is in business today," says Johnson, whose high-speed Prowlers have won him fame throughout the boating world. Today the Dade

in this county alone, and there are scores of other concerns manufacturing boating accessories ranging from trailers to electronic equipment.

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RANDALL M. KEATOR, SR.

► Randall M. Keator, Sr. of Rumson, N.J., known as "Unk" to hundreds of New Jersey racing sailors, died suddenly on Dec. 5 the day before he was to be surprised with the first presentation of a new trophy named in his honor at the annual dinner of the North Jersey YRA. It is a perpetual trophy to go to the junior champion of the NJYRA, who each year goes on to national competition in the Sears Cup.

Comm. Keator was one of the founders of the North Jersey YRA in 1953 and its first commodore. When he retired after three terms in 1956, he was named permanent Honorary Commodore. He had also been commodore of Monmouth BC, Red Bank, N.J. and of the Metropolitan District of the Lightning Class, and had been active in all forms of boating activity on the Jersey shore for almost 60 years. He learned to sail on Polly's Pond, Rumson, as a child, competed in the early sailing races of Rumson CC after the founding of that club in 1908, and had been active in iceboating, outboard racing and sailing ever since, as well as rowing on the Columbia U. crew as an undergraduate. He had recently completed a 23 foot cabin cruiser which he assembled from a kit in his home workshop.

SINDLE, ROHRSTAFF WIN NAEBM SCHOLARSHIPS

► Scholarships for correspondence courses in naval architecture and marine engineering at Westlawn School of Yacht Design, Montville, N. J., each valued at \$300, have been won by Harry R. Sindle of Little Falls, N. J., and Reidar Rohrstaff, Manistee, Mich. in a nationwide competition against 42 contestants. The scholarships are awarded by the National Association of Engine and Boat Manufacturers to employees of member firms. Sindle, well-known racing sailor, is sales manager of Siddons and Sindle, sailboat builders and importers, and Rohrstaff is on the research staff of Century Boat Co.

NEW GREAT LAKES CHARTS

► New Great Lakes Chart Editions have been announced by the U.S. Lake Survey, 630 Federal Bldg., Detroit 26, Mich. They include No. 92, St. Mary's River to Au Sable Point, Mich., and to Montreal Shoal, Ont., including an insert of Grand Marais, Mich., and No. 93, Grand Marais to Big Bay Point. They cost 75¢ each and may be ordered with money order or a check on a U.S. bank, payable to the Treasurer of the United States.



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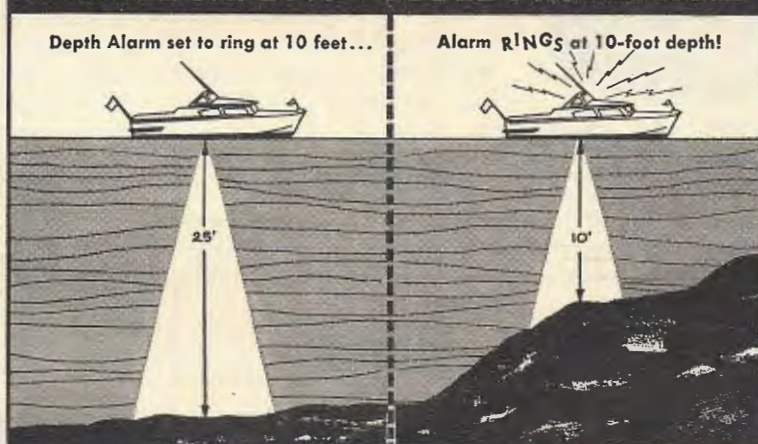
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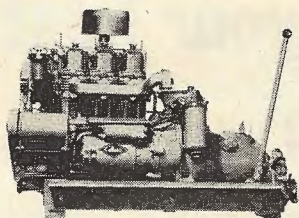
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A NEW COVERING FOR "MANDALA"

By GILBERT COLGATE, JR.

EVERY OUTING on *Mandala* had been a race between the leaking and the pumping. *Mandala* is still a lovely boat, built in 1913 by Archie Fyfe, designed by Cox & Stevens. She should be a comfortable 40-footer, but she has three sets of fastenings, a grease-soaked garboard, is working on her third centerboard trunk, has sailed through two hurricanes in recent years and I had run out of friends who can pump.

No amount of caulking or tightening of centerboard trunk bolts seemed to stop the leaking. Although her decks and cabin top were fiberglassed, that material was not suitable to take the strain of 11 tons of working ship. Celastic, although possibly better in this respect, was considered chancy below the waterline.

But there appeared on the horizon a new covering, Seaprene. This product promised to adhere to the planking so well that one would have to take off a sizeable layer of wood before the Seaprene would come off. It promised to stretch until doomsday and retain its original elasticity. It promised to make all seams completely watertight. It promised to smooth over all small irregularities in the wood and take a beautiful coat of paint. It promised to be easy to handle. It promised also to be rather expensive, although by now, as I write this, the expense compares favorably with fiberglass. Coupled with the expense of the material would be the cost of a shipyard. I would have to do the job myself.

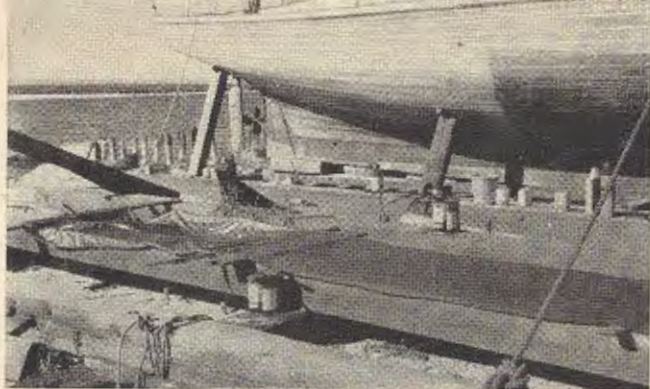
Fortunately a neighbor had a marine railway with an electric winch, and though he was not overly happy to have *Mandala* sitting in his front yard for three weeks, the yard expense was avoided and the scene was set for the first major use of this new product on a yacht.

The most formidable problem, after hauling, was to remove the accumulated layers of paint, especially the Singapore Blue which had leached into the bottom planks. The first of two outside contractors was the sand-blaster who, using a special sand and \$100 of my life savings, bared the entire cedar hull (without damage) in one day. The second contractor was a caulker who, for \$30, pounded 10 pounds of cotton into the largest half-dozen seams. After this, a rough sanding, a general gouging and filling of smaller seams, and *Mandala* was ready.

There were then three basic components of the Seaprene process: a primer, an adhesive and the actual sheets of chloroprene rubber.

The primer, a purplish liquid with the consistency of Prestone Anti-freeze, is easily brushed on. One applies two coats to the hull, half an hour apart. After the second coat, the hull must dry for a minimum of two and a maximum of 24 hours. The primer is not wasted if left longer than 24





Primer applied to forward half of hull. Binder applied to part of Seaprene sheet in foreground

hours: a touch-up coat reactivates it. Optimum drying time is six to 12 hours.

One then takes the adhesive, a tarish liquid chloroprene, mixes in a yellow accelerator and stirs vigorously. When properly mixed, the original black liquid takes on a dark green hue. On our first can of adhesive, the accelerator shot straight to the bottom and the last quarter of the can was almost yellow. Two coats of the adhesive are applied to the hull, half an hour apart, and one coat is applied to the sheet of Seaprene—either side will do.

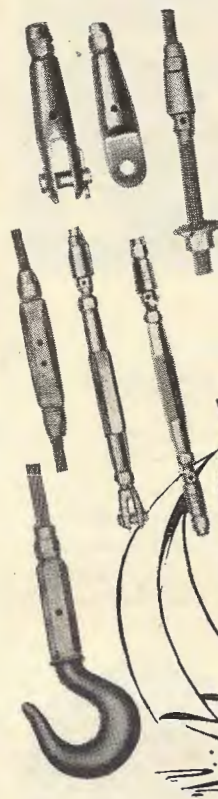
The chloroprene itself is about 1/50th of an inch thick, is serrated on both sides and comes in rolls a yard wide. I left it on the roll and brushed on the adhesive to as much of it as would be used at one time. It has a tendency to curl at the edges when the adhesive is put on, but when the adhesive dries it can be quite easily uncured.

At this stage there are two coats of adhesive on the hull and one coat on the Seaprene sheet. Individually, these coats dry completely. You can brush off sand and dust, even put your hands on it. The Seaprene can be cut to size with a pair of scissors. Then the sheet (not sticky) is placed on the hull (not sticky) and an instantaneous bond occurs. If the contact is made lightly the chloroprene can be pulled off and maneuvered. But once it is patted in place and rolled on hard with a small wood or steel roller, the sheet will stay put for good.

At this point it might appear that one has merely glued on a synthetic rubber sheet over the hull. Chemically, however, the primer has prepared the wood to absorb some of the adhesive to form a firm surface and—most important—the catalyst cures the adhesive so that, after a week or so, there is a synthetic rubber sheathing from the outside of the sheet right into the fibre of the wooden hull. The longer the coats of adhesive dry in the air, up to a maximum of six hours and after a minimum of one half hour, the quicker this curing process occurs. However, the boat could be launched as soon as the sheets are in place and the curing will take place underwater.



The adhesive tape was used to see if the sheet would pull off. It wouldn't



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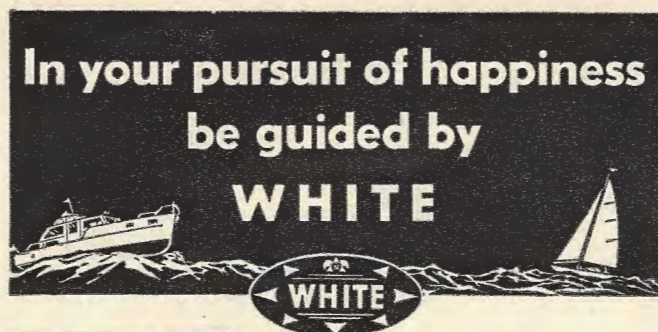
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These were all the directions I had before I began, and they were adequate. The entire job was done, with the part time help of my brother, in under three weeks. The actual "chloroprening" took a little over a week. We did about a quarter of the boat at one time—a day to each quarter—one day out for bad weather, extra time to trim and patch up some of the earlier seams with a chloroprene cement. The rest of the time was spent sanding, caulking and painting.

The technique of butting the seams was learned on the job. Leaving a slight overlap, the top sheet was rolled in tight against the bottom sheet. This left an easily discernible ridge. With an X-acto knife, the bottom ridge was followed and the top flap fell off leaving an almost perfect seam which was, when necessary, touched up with chloroprene cement.

Just to show the ease with which this material can be applied: one evening, at last light, my only fuse blew. I had two sheets of Seaprene waiting to go on. If I waited until morning they would not stick—I was at the time limit

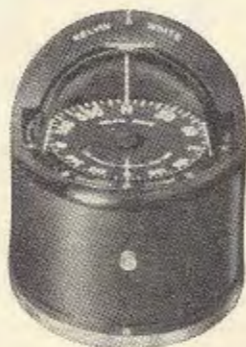


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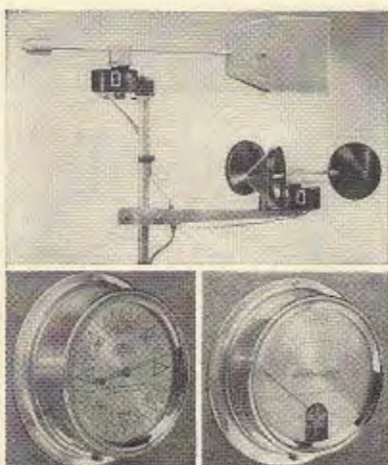
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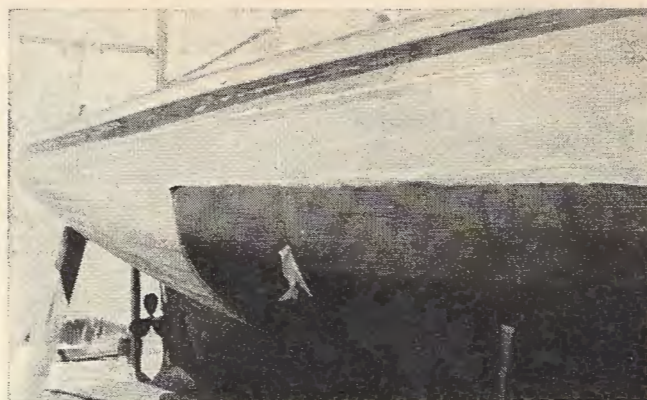
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178 ATLANTIC AVE. BOSTON 10, MASS.



Seams being butted. The large gouge in the hull was filled with seam compound prior to painting

already: so I put them on, a total of about five square yards, in complete darkness, rolled them down and hoped. The results, which I saw at dawn were surprisingly good—a few small creases which I cut out with the X-acto knife and later patched.

That's the story of *Mandala* and her face lifting. Apparently, neoprene has kept all its promises to me. The seams no longer leak and the paint looks as if the old boat is getting ready to defend the America's Cup. My pumping friends are all invited back for this summer's sailing. We may be off to a slow season, however—they are still suspicious of the collection of pumps which are rusting in the fo'c'sle.

There was one drawback. Using ordinary white yacht paint above the waterline (the copper bottom paint went on perfectly) I found that the adhesive leached through, leaving a grayish tinge. I found no paint which effectively stopped this leaching so to be perfectly safe we painted our new yacht dark blue.

Laboratory tests and commercial applications had convinced me that we were not taking too much of a chance, but the manufacturers could not be sure that the process was suitable for a yacht until a number of do-it-yourselfers like me had actually applied it to boats like *Mandala*. As a result of our application a number of minor changes have been made. The most important was a change in the adhesive. The accelerator is no longer needed, there is no on-the-job mixing, and the adhesive no longer leaches through the paint. At the same time, they were able to eliminate the primer, thus saving time, labor and money. The color of the sheets was changed from black to light gray, thus making it easy to "hide" with white or light colored paint.

Now that the summer is over and *Mandala* has been sailed a bit, a review of the worth of this Seaprene is in order. Apropos of leaking, I would like to report that there are cobwebs in the bilge. That there are not is attributable to a slight seepage around the centerboard trunk. Every two weeks or so a few minutes of pumping is in order, but there is no increase in the water no matter how hard *Mandala* is sailed, and we pushed her considerably in some rough October weather, with mizzen staysail and spinnaker on the reaches, masthead genoa straining to pull the new Number Five winches right out of the deck on the beats. We didn't put in as much sailing as planned for we had a yard install a new engine, and that took some time, but throughout all the sun and expansion in the summer and subsequent wetting the paint did not crack on the topsides. The Seaprene has not become brittle. I even suspect that there may be some anti-fouling properties to the Seaprene, for we rubbed off some bottom paint just under the waterline about two months ago and to this date there is not even any moss there. The adhesion of the Seaprene to the wood has not been lessened. All in all, if I were to do this again the only change in procedure would have been to smooth the topsides almost glossy before applying the Seaprene

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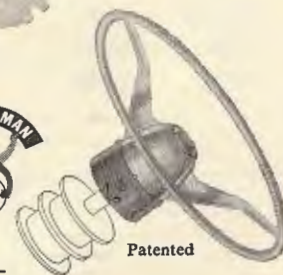
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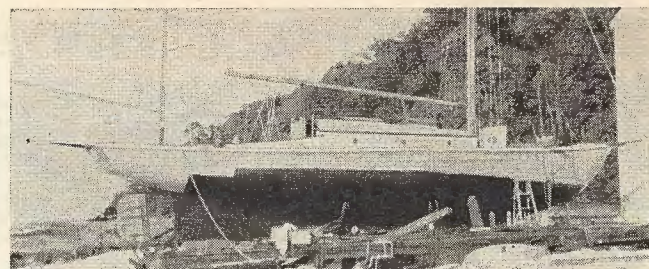
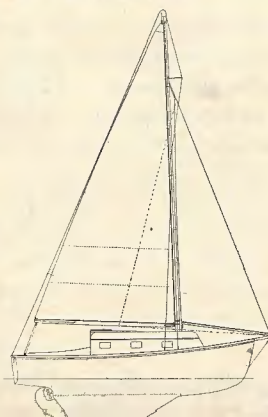
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THE BALCO YACHT COMPANY

P.O. BOX 4065

DUNDALK 22, MARYLAND

Master Builders for Generations



Almost done. The neoprene was later extended to the gunwale for about 3/4 of the length of the hull

can be detected through the Seaprene sheet if you look closely. Apparently Seaprene has kept its promises.



LAWTON HEADS RAYTHEON SAFETY PROGRAM

► Captain Fred Lawton, well-known sailing master, has returned to Raytheon Corp., Waltham, Mass., from a leave of absence as professional sailing master on the successful America's Cup defender *Columbia* to direct the Raytheon safety education program. This provides free booklets and a free lecture and information service for yachtsmen.

Publications include: How to Use a Radio Direction Finder as an Aid to Navigation; How to Use a Depth Sounder; Schedule of Weather Broadcasts; U.S. Coast Guard and Canadian Radio Beacons and U.S. Coastal Commercial Broadcast Stations; Whistle Signals; Wind Warnings; Marine Radiotelephone Procedure; International Code Flags and Morse Code on full color card. All are available free from Marine Safety Dept., Raytheon Mfg. Co., Waltham 54, Mass.

SUIT ON BOAT CONSTRUCTION

► A suit has been filed by the Florida Boatsmen Association, Inc., in U.S. District Court, New Orleans, La., seeking an injunction and other relief from Public Law 519 of the 84th Congress, and certain regulations concerning the construction and operation of small vessels. The complaint alleges that the law is unconstitutional and will impose unreasonable expenses on owners, and objects to military enforcement by a branch of the armed forces of a civil regulation in peacetime. The rules implementing the statute are challenged as unreasonable, confiscatory, arbitrary, capricious and void, and a three-judge court is requested to rule on the constitutional question.

PETTIT COLOR NAMING CONTEST

► Pettit Paint Co., Belleville, N. J. is featuring a "Name This Color" contest at its booth at various 1959 boat shows. Prize of a complete Pettit paint job, including labor, will go to a winner from among those who vote for the color name selected by ballot from six choices suggested for a mystery color on display at Pettit's exhibit. Runners-up will receive a supply of paint in their own color choice for "do-it-yourself" application.

THE NEW DAHMER MARINE HARDWARE CATALOG

► An indexed, 84-page booklet listing a wide range of hardware items of interest to the recreational boatman is available for a 25 cent postage and handling charge from Henry Dahmer, Inc., Keyport, N. J.

CORRECTION

In printing the **WRIGHT INSTRUMENTS** advertisement on page 368 of this issue, **YACHTING** made a typographical error in stating that overseas shipments are "excepted." The correct wording should have been overseas shipments "ACCEPTED."

We regret this error and urge our overseas readers to note that Wright Instruments *will* accept overseas orders and *will* ship overseas.

YACHTING PUBLISHING CORP.

Three Great Products

from
Sweden

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SCANDIAN 30*

SAILING AUXILIARY CRUISER

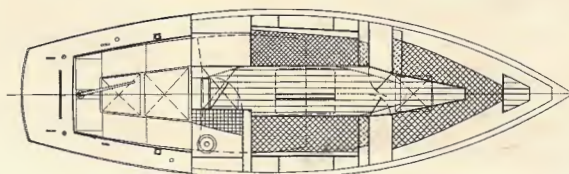
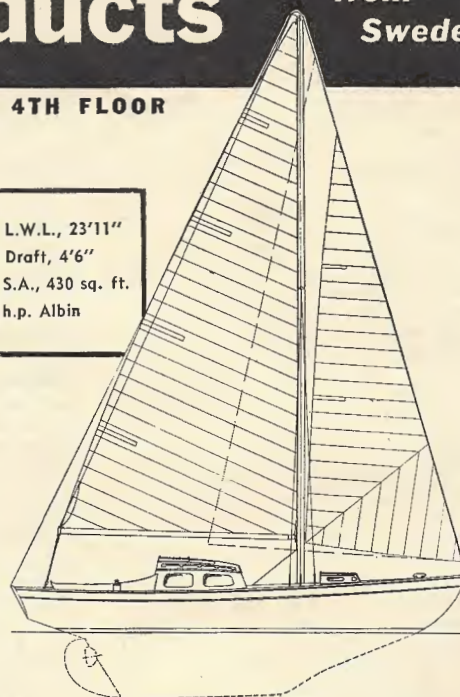
Designed by Gjerdrum, renowned also for his famous Scandinavian "Duckling", the SCANDIAN 30' boasts luxuries in cabin space and conveniences seldom found in a sloop of her size. Headroom in the doghouse is an amazing six-foot-three. The comforts of two separate cabins are enhanced by unusually spacious lockers and a large fully enclosed head also with plentiful headroom.

Staunchly built in the Swedish tradition of quality, with finest materials precision fitted and carefully finished. Mahogany planking, white oak ribs, iron keel. Fully equipped and ready to sail, including 10-h.p. Albin auxiliary, sink, icebox, stainless tanks, mattresses, jib sheet winches, Dacron main and jib.

\$8,300 COMPLETE, F. O. B. SWEDEN

NOTE: Internal layout changes to suit customer's individual preferences may be made at very slight additional cost. Also available with fiberglass hull.

L.O.A., 30 ft. L.W.L., 23'11"
Beam, 9'2" Draft, 4'6"
Min. F.B., 2'9" S.A., 430 sq. ft.
Power, 10 h.p. Albin



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Double your boating fun with this new masterpiece of Swedish craftsmanship. Switch from sail to power at will . . . enjoying either at its best! Superbly designed hull of highest quality fiberglass (18'6" x 6') with moulded-in centerboard trunk. Mahogany seating and flooring, ingenious hideaway bunk forward, teak stereo-tiller, hinge mounted Zephyr aluminum mast (stows inboard), windshield. Price includes Merriman stainless steel rigging, Dacron main and Genoa jib, cradling for shipping.



\$1,650 complete
f.o.b. Sweden

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WALK-ON-WATER SKIS

Imagine the fun of skis so buoyant you can either walk alone over the water, skim leisurely behind sail, or zoom swiftly in the wake of high speed power! Yours to enjoy with Ski-Buoy!

Here are the most fabulous skis ever! Safely buoyant and easy to handle. Perfect for youngsters to play around on. Great for oldsters who don't relish the strain and dunkings of ordinary water skiing. Hydrodynamically designed in two sizes with buoyancy capacities of 150 lbs. and 250 lbs. Patents pending. Available in "build-your-own" kit form, or factory-finished and "ready-to-use" in marine plywood or fiberglass. Write for details.

SKI-LIFEBUOY, a special adaptation of Ski-Buoy for rescue work, is available with life lines, plastic flotation and ice runners.



Write today for information on freight and duty costs, and on dealer locations.

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AN INDEX TO YACHTING'S "BOAT SHOW IN PRINT"

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A RECORD ISSUE

We are proud to call attention to the fact that this issue of YACHTING is the largest in our 52-year history. It contains 241 pages of advertising (an all-time record) and totals 458 pages, including the covers. Eight pages were numbered 48A to 48H to solve a printing problem and hence there are really eight more pages than the page numbers indicate.

Our warm thanks to the many hun-

dreds of advertisers who made this record issue possible. Since the Editors blushing admit that readers find the ads one of the more interesting parts of our magazine, our advertisers have contributed in more ways than one to the success of this issue.

Because our readers enjoy nothing more than buying boats and boating equipment, may you share in this success!

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The LINWOOD 53 Newest of eight fifty-three foot models, Diesel powered



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Send for new brochure announced on page 1 of this issue.



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Only from Owens . . . so much big-yacht comfort per foot, so much big-yacht luxury per dollar! Her flying bridge has control station in center, Fiberglas hardtop. Her vast cockpit, wide walkaround deck and foredeck have yacht railings, teak planking. Her bright, airy, partitioned cabin sleeps 6 to 7, provides complete galley, dinette, ingenious full-size dressing room with shower. Boldly flared hull and trim of finest solid mahogany. Powered by twin 220 h.p. Flagship Marine V-8 engines, she's yours for \$19,995* delivered! Other "35" models from \$14,975*. Owens Yacht Co., Inc., Baltimore 22, Md.

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